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Colorado
Nevada

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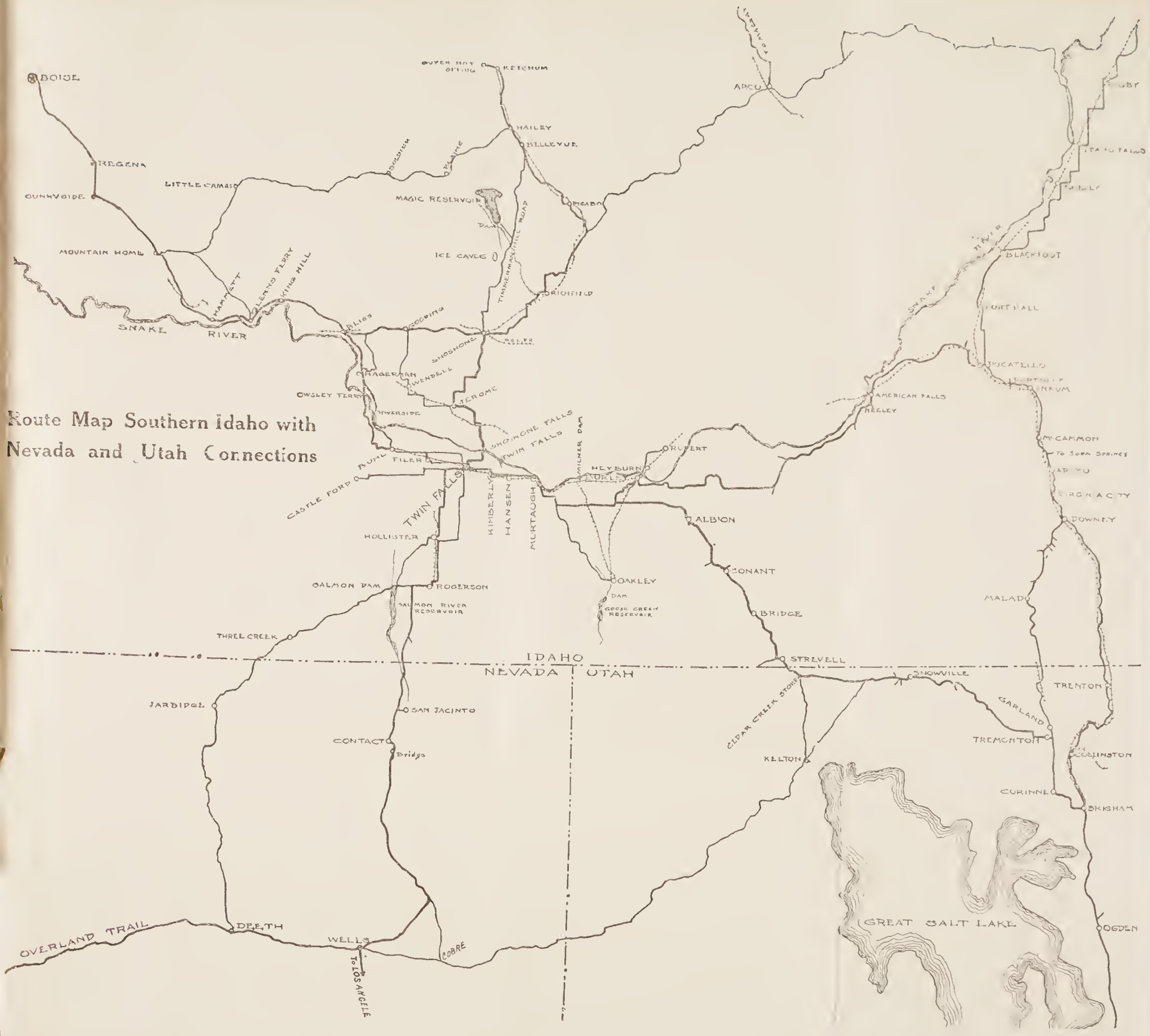
SALT LAKE CITY


Route Map Southern Idaho with
Nevada and Utah Connections
BOISE
REGENA
GUNNVOIDE
LITTLE CAMAS
MOUNTAIN HOME
SNAKE RIVER
HAGERMAN
BLISS
GOODING
SHOSHONE
WENDELL
JEROME
OWSLEY FERRY
RIVERSIDE
SHOSHONE FALLS
TWIN FALLS
BUHL
FILER
CASTLE FORD
TWIN FALLS
KIMBERLY
HANSEN
MURTAUGH
MILNER DAM
HEYBURN
RUPERT
ALBION
CONANT
BRIDGE
OAKLEY
DAM
GOOSE CREEK RESERVOIR
HOLLISTER
SALMON DAM
ROGERSON
SALMON RIVER RESERVOIR
THREE CREEK
IDAHO
NEVADA
UTAH
STREVELL
SNOWVILLE
CEDAR CREEK STORE
KELTON
JARBIDGE
SAN JACINTO
CONTACT
Bridge
OVERLAND TRAIL
DEETH
WELLS
COBRE
To LOS ANGELE
GREAT SALT LAKE
OGDEN
BRIGHAM
CORINNE
TREMONTON
GARLAND
TRENTON
MALAD
DOWNEY
McCAMMON
To SODA SPRINGS
AMERICAN FALLS
RELEY
POCATELLO
FORT HALL
BLACKFOOT
ICE CAVES
MAGIC RESERVOIR
DAM
BELLEVUE
HAILEY
KETCHUM
SUVER HOT SPRING
ARCO
SALMON
BRIGHTFIELD
TIMBERMAN
MILL ROAD
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Seventh Annual Edition

Pikes Peak, Grand Canyon and Yellowstone Log Book

Established 1909 — Including Guide to Utah

F. D. B. GAY, Publisher. SALT LAKE CITY AND PROVO, UTAH

Copyrighted 1916, by F. D. B. Gay.

This new book contains the logs of the main auto roads of Utah, Southern Idaho, Colorado and Nevada. In view of some of the remote desert sections logged, where roads are not definitely established, accurate road data is impossible in all cases, and this book does not claim to be infallible. New settlements, washouts and weather all tend to make some slight road changes, that are impossible to record. Where such changes throw your speedometer off you should reset with the logs at fixed points, such as ranches, pole lines or towns. The publisher wishes to acknowledge indebtedness for logs and information furnished to Howard I. Piatt of Grand Junction, Colo., the Twin Falls Auto Club, J. C. Clay of Idaho Falls, Idaho, Gale S. Hoag, Lincoln Highway Counsel for Nevada, Ely, Nevada, and Dave Dowd of the Yellowstone Garage, Idaho Falls, Idaho.

Our 1917 edition will be issued in due time and will be more complete and embrace in addition western Wyoming and Montana.

The policy of this log book is to sell its advertising space to only the very best garages and hotels of each town, and the places here mentioned are recommended as the best. Users of this Log Book will confer a favor, if they will report any poor service or irregular treatment from any of our advertisers.

Human limitations make it probable that some errors have crept into the logs. Maybe a right or left turn is reversed, or a right or left fork of roads confused. The publisher would be very grateful if notified of such errors. Thanking my many patrons for their loyal support, I submit my 1916 edition to the public.

THE PUBLISHER.

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$1.50

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Park Rules and Regulations

Pursuant to authority conferred by section 2475, revised statutes, United States, and the act of congress approved May 7, 1894, the following regulations governing the admission of automobiles into the Yellowstone National park are hereby established and made public:

1.—Automobiles. The park is open only to such automobiles as are operated for pleasure and not to those carrying passengers who are paying, either directly or indirectly, for the use of the machine.

2.—Motorcycles. Motorcycles are not permitted to enter the park.

3.—Tickets of passage. Tickets of passage must be secured and paid for at the checking station where the automobile enters the park. This ticket must be conveniently kept, so that it can be exhibited to park guards on demand, and must be surrendered at the last checking station on leaving the park. Tickets of passage will show (a) name of owner, (b) license number of automobile, (c) name of state issuing license, (d) make of machine and manufacturer's number, (e) name of driver, (f) seating capacity of machine and (g) number of passengers.

4.—Fees. Fees are payable in cash only, and will be as follows for each trip through the park: For runabouts on single-seated cars, $5.00; for five-passenger cars, $7.50; for seven-passenger cars, $10.00.

5.—Muffler cut-outs. Muffler cutouts must be closed while approaching or passing riding horses, horse-drawn vehicles, hotels, camps or soldier stations.

6.—Distance apart—Gears and brakes. Automobiles while in motion must not be less than 100 yards apart, except for purpose of passing, which is only permissible on comparatively level or slight grades. All automobiles, except while shifting gears, must retain their gears constantly enmeshed. Persons desiring to enter the park in an automobile will be required to satisfy the guard issuing the ticket of passage that the machine in general, and particularly the brakes and tires, are in first-class working order and capable of making the trip, and that there is sufficient gasoline in the tank to reach the next place where it may be obtained, and carry two extra tires. For this purpose, all drivers will be required effectually to block and skid the rear wheel with either foot or hand brake, or such other brakes as may be a part of the equipment of the automobile. Gasoline can be purchased at regular supply stations as per posted notices.

7.—Speeds. Speeds must be limited to twelve miles per hour ascending and ten miles per hour descending steep grades, and to eight miles per hour when approaching sharp curves. On good roads with straight stretches, and when no team is nearer than 200 yards, the speed may be increased to twenty miles per hour. Horns must be sounded at all curves where the road cannot be seen for at least 200 yards ahead, and when approaching teams or riding animals.

8.—Teams. When teams, saddle horses or pack trains approach, automobiles will take the outer edge of the roadway, regardless of the direction in which they may be going, taking care that sufficient room is left on the inside for the passage of vehicles and animals. Teams have the right of way, and automobiles will be backed or otherwise handled as may be necessary so as to enable teams to pass with safety. In no case must automobiles pass animals on the road at a greater speed than eight miles per hour.

9.—Fines. Fines or other penalties will be imposed for arrival of automobiles at any point before approved lapse of time, hereinafter given, at the following rates: Fifty cents per minute for each of first five minutes; $1 per minute for each of the next twenty minutes; $25 fine or

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C. W. SAMMIS, Prop.

ejection from the park, or both, in the discretion of the acting superintendent of the park, for being more than twenty-five minutes early.

All cars must run on schedules. These schedules are posted at all stopping places and are arranged to not interfere with the regular passenger travel in horse-drawn vehicles. At different points of interest through the park, as well as hotels, sufficient stops are allowed to give the tourist all the time needed to see the sights or get something to eat. Cars, however, have to stop at these regular stopping places until their regular leaving time, whether they wish to continue or not.

PRESTON, IDAHO, TO DOWNEY, IDAHO.

(33.9 Miles)

0.0—PRESTON: Leave Service garage on left and turn left at end of block passing First National Bank on left, and follow pole line west; 2.2 cross Bear River bridge; follow main pole line to 3.2, turn right leaving main pole line, following smaller pole line to 3.4 and turn left; 3.8 power line crosses road; 4.0 grade: 4.5 grade; 4.8 turn right; 5.0 turn left; 6.0 cross railroad (Dayton station one-half to right) 7.0 turn right (road to left goes to Weston, 6 miles); 7.4 turn right; 7.6 turn left;

7.7—DAYTON: Store on right; 7.9 pass school house on left, keep straight ahead to 10.3 and follow small pole line straight ahead to 11.3 and follow main pole line; 12.2 turn left with poles; 12.5 turn right; 12.7 pass store on corner; 12.8 turn right with poles;

12.9—CLIFTON: Pass red brick school house on left and follow poles; 18.2 turn right; 18:6 pass school house on left and turn left to

18.7—OXFORD: Pass store on left, and follow poles; 22.1 turn right; 22.3 church on left; 22.6 cross railroad to

22.7—SWAN LAKE: Small settlement and store; 22.8 turn left and follow with railroad on left to 26.3 turn right with poles; 29.5 pass church on right; 30.7 cross railroad and turn right and follow poles and railroad to

33.9—DOWNEY: Downey garage and Oxford Hotel.

DOWNEY, IDAHO, TO PRESTON, IDAHO.

(33.9 Miles)

0.0—DOWNEY: Oxford hotel corner, go south, Downey garage on left, and cross railroad, and turn left with poles on right and railroad on left, follow poles: 3.2 turn left across railroad, and follow poles; 3.7 keep right with poles; 4.2 grade; 4.4 pass church on left; 7.6 turn left leaving poles, railroad on right to Swan Lake; 11.1 turn right to Swan Lake.

11.2—SWAN LAKE: Small settlement here; 11.3 cross railroad track, water tank on right; 116 church on right; 11.8 turn left with poles; follow poles to

15.2—OXFORD: Pass store on right and at 15.3 turn right, passing school house on right; 15.7 turn left with poles passing store on corner, and follow poles; 21.0 red brick school house on right;

21.0—CLIFTON: Small settlement here; 21.1 turn left leaving poles; 21.2 pass store on corner; 21.4 turn left with poles; 21.7 turn right with poles; 22.6 leave main pole line, keeping straight ahead with small pole line with 2 wires; 23.6 straight ahead; 26.1 pass school house on right;

26.3—DAYTON: Store on left. Keep straight ahead to 26.4, turn right, with two wire line; 26.5 turn left with two wire line; 26.9 turn left (road straight ahead goes to Weston 6 miles) 27.9 cross railroad; 28.9 turn right; 29.1 turn left; 29.4 grade; 29.9 grade; 30.1 power line crosses road; 30.5 turn right with small pole line; 30.7 turn left following main pole line; 31.7 cross Bear River and climb hill; 32.3 follow poles to

33.9—PRESTON: First Nat. Bank corner.

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PRESTON, IDAHO

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DOWNEY TO POCATELLO

41.8 Miles.

0.0—DOWNEY: Downey Garage and Oxford Hotel. Cross tracks with depot on right and follow railroad on right;

5.0—VIRGINIA: Follow railroad; 8.7 cross railroad spur;

9.9—ARIMO: Follow railroad; 10.6 follow railroad; 13.4 cross railroad; 14.6 cross railroad;

16.4—McCAMMON: Turn right one block and then left, following railroad. (Caution. This little station has a bad reputation for pinching for speeding so be cautions); 17.1 turn right, crossing railroad and Portneuf river, turning left on main road; 18.5 turn right;

27.7—INKOM: Turn right and then left, passing red school house; 27.9 cross river;

33.9—PORTNEUF: Turn right up grade, and follow main road to Court House corner, Pocatello, and turn left, crossing viaduct to

41.8—POCATELLO: Trists' Garage and Nicolett Hotel.

POCATELLO TO DOWNEY.

41.8 miles

0.0—POCATELLO: Trist's Garage. Nicollet Hotel. Go east on Center street over viaduct to 5th Avenue and turn right and follow state highway out of town;

7.7—PORTNEUF. Keep on left of railroad; 9.4 cross roads, keep straight; 13.3 pass red school house and turn right;

13.8—INKOM: Keep to left of railroad, on main highway; 24.4 cross Portneuf river and cross tracks;

25.0 McCammon. At main corner turn right one block and turn left into main highway. (Caution. This station has a bad reputation for pinching for speeding, so be cautious); 25.6 turn left one block and turn right; 27.0 cross tracks; 27.0 keep straight, road to left goes to Soda Springs; 28.2 cross tracks; 31.0 straight ahead;

31.7—ARIMO: Follow tracks.

41.8—DOWNEY: Downey Garage and Oxford Hotel.

DOWNEY TO MALAD.

22.1 Miles.

0.0—Leave Downey Garage and cross railroad; road forks, keep road to right towards hills, following small pole line; 2.1 cross creek; 2.4 straight ahead; 4.0 keep right; 4.5 keep right; 4.6 straight ahead; 6.0 straight ahead; 7.2 turn left up canyon; 9.4 summit of divide; 18.5 turn left; 20.7 turn right; 20.9 turn left; 21.7 turn left;

22.1—MALAD: Malad Auto & Supply Co.

MALAD TO DOWNEY.

22.1 Miles.

0.0—MALAD: Leave Ireland's bank, go north on Main street. 0.7 pass barn on right, make S turn and continue straight! 0.9 turn right; 1.0 turn left up sharp grade, turn left; 2.5 forks, keep right; 2.09 turn left; 3.4 turn right; 3.09 forks, keep left; 6.6 forks, keep left; 8.1 forks, keep left; 9.0 cross bridge and go up grade; 10.2 up steep grade, and continue up grade; 12.5 top; the next two miles are down grade with some sharp grade; 14.7 cross creek and turn right, following main road to

21.5 DOWNEY: Downey garage one block to right. Leave town following railroad on right.

22.1—DOWNEY: Downey Garage and Oxford Hotel.

POCATELLO TO IDAHO FALLS.

(51.2 Miles)

0.0—POCATELLO: Trist's garage. Follow up Center, passing First

Trist Garage

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Nat. Bank on right, cross viaduct, follow four blocks beyond end of pavement and turn left, and follow main road along edge of foothills; 9.9 turn left; 10.2 turn left, passing Indian school on right; follow track on left to

12.4—**FORT HALL:** Small settlement here, turn left, cross railroad with depot on left, and immediately turn right with poles, following railroad on right; follow into Blackfoot, turn right two blocks, and then turn to

25.1—**BLACKFOOT:** Fine garages and Cottage Hotel. Go straight along Main street, passing depot on right and Red Cross garage on left, and follow railroad on right through

41.6—**SHELLY.** Keep straight through town with depot on right and business houses on left, following railroad on right, pass old brewery on left, at end of street turn right, cross spur of railroad and turn left; Eleanore Hotel in sight and follow to

51.2—**IDAHO FALLS:** Eleanor Hotel and Yellowstone garage.

IDAHO FALLS TO POCATELLO.

(51.2 Miles)

0.0—**IDAHO FALLS:** Eleanore Hotel and Yellowstone garage. Leave garage, go one block turn left two blocks to Eleanore Hotel and turn right around hotel, cross railroad and turn right into main road following railroad on left.

9.6—**SHELLY:** Pass straight throug h town, follow railroad on left

26.1—**BLACKFOOT:** Pass Red Cross garage on right; depot on left, follow main street 26.2 turn right go two blocks turn left following road signs, cross bridge and follow railroad on left to 38.7, turn left, cross railroad and turn right to

38.8—**FORT HALL:** Small settlement. Follow railroad on right; 41.0 pass Indian school on left, turn left at corner and turn left, go to end of road turn right and follow along edge of foothills to Center street, Pocatello, turn right to pavement, pass Court House on right, follow pavement across viaduct to

51.2—**POCATELLO:** Triest's garage and Nicollett Hotel.

IDAHO FALLS TO ST. ANTHONY.

45.2 Miles.

0.0—**IDAHO FALLS:** Leave Eleanore Hotel, go straight past depot on right; 0.4 turn right, crossing railroad at water tank; turn left on crossing track, road curves and meets pole line at 0.6, turn left with poles; 1.0 forks, keep right; 1.1 up grade; 1.9 keep main road straight ahead; 2.3 cross bridge; 2.7 jog to right, following pole line with 5 cross arms; 3.4 cross railroad, sugar factory in distance on right; 3.9 turn with poles; 5.0 follow poles; 7.7 turn left with three cross arm pole line, road straight ahead goes to Heise; 8.2 cross Willow creek; 9.5 cross canal; 10.6 cross roads, keep straight ahead with poles; 10.9 crossroads, keep straight; 11.4 cross canal; 13.7 cross railroad; 14.0 cross canal; 14.5 cross canal; 15.1 turn right into main street Rigby; 15.2 Woodmansee's Rigby garage on left;

15.4—**RIGBY:**. Quality store on corner, turn left around store two blocks to 15.8 and follow light poles; 17.6 cross bridge of Snake River; 18.3 turn right with light poles; 18.4 cross canal; follow poles to 21.0, turn left, railroad on right;

21.1—**LORENZO:** Turn right with light poles; 21.3 turn left to bridge; 21.5 cross bridge over South Fork of Snake River; 21.6 keep left with poles; 22.4 cross bridge; 22.9 school house on left; 23.2 turn right, follow light poles; 23.9 cross railroad; 24.1 Thorton one-half mile to left; 25.5 turn left, light line on right; 28.2 turn right, don't cross rail-

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BLACKFOOT - - IDAHO

road; follow main road; 31.4 Motor Inn and Idaho Hotel on right,

31.5—REXBURG: Rexburg garage one-half block to left; go straight on Main street to 31.6, turn left, cross four bridges and at 32.8 turn right with railroad on left; follow railroad to 34.9, turn right and follow main road to

35.4—SUGAR CITY: Keep straight through town to 35.6, turn left; 35.8 turn right; 36.0 Sugar Factory on left; at corner turn left with factory on left and follow pole lines; 39.6 turn left with poles; 39.1 Teton one-fourth mile to right. Follow pole lines straight ahead to 44.7 cross rairoad, depot on left, and turn right into Main Street, St. Anthony.

45.2—ST. ANTHONY: Riverside Hotel.

ST. ANTHONY TO IDAHO FALLS,

45.2 Miles

0.0—ST. ANTHONY: Riverside Hotel and St. Anthony Machine shop. Pass hotel on left, and cross bridge over Snake River; 0.5 pass depot on right and follow main road and pole line; 5.9 turn right with poles; 8.8 turn left; 9.2 pass sugar factory on right; at end of factory grounds turn right and follow poles; 9.7 turn left; 9.9 turn right into

.... **10.0—SUGAR CITY:** Pass bank on right go two blocks to hardware store on corner, turn left, passing store on right; follow main road, turning right with light poles and then turn left with railroad on right; 12.6 turn left with light poles; 13.1 cross bridge and follow road to 13.7 turn right into Main street

13.8—REXBURG: Rexburg Garage ½ block to right. Keep straight ahead, passing Idaho Hotel and Motor Inn on left; 14.1 turn left and follow street to ball grounds, go to end of ball grounds and turn right; go on 1 blk. and turn left with light poles; 15.2 turn left, railroad on right, follow railroad; 17.1 turn left, leave railroad and follow poles; 19.8 turn right with poles; 21.3 cross bridge; 21.4 cross railroad; 22.1 turn left with light poles; 23.7 cross river; 24.0 turn left, passing store on right.

24.0—LORENZO: Pass depot on left and at end of street turn right, cross canal and follow light poles; 24.8 turn left with light poles; 25.6 turn right following poles; 27.0 turn left with poles; 27.8 cross bridge; 29.6 turn right, go one block, Quality store on corner, turn right,

29.9—RIGBY: Pass Rigby garage on right, 30.3 turn left with light poles; 31.4 cross bridge; 31.6 cross railroad and follow poles; 37.6 turn right and follow 3 cross arm pole line; 41.9 cross track; 44.7 cross railroad, turn right, pass depot on left, and at

45.2—IDAHO FALLS, Eleanore Hotel Corner.

ST. ANTHONY TO YELLOWSTONE VIA ASHTON.

(76.8 Miles)

This is over the new road to the Yellowstone and is a good first-class road from Ashton to the junction with the old Yellowstne road. This road has recently been built, is well graded and in excellent shape. It has some fairly steep grade, but nothing that the average car will not easily pull. On the return trip from the Park, the road via Ashton is by far the better way, as the last 17 miles to Ashton is over considerable down grade and a well kept roadway.

0.0—ST. ANTHONY: Leave St. Anthony Machine Co. garage on right, turn left, go one block and cross diagonal across lots to main pole line, follow poles; 0.6 turn left with poles; 0.9 cross bridge; 2.4 turn right with poles; 3.7 turn right to bridge; 3.8 cross Snake River; follow poles; 4.5 turn left with poles; 4.8 Snake River on left; 6.6 Chester, small settlement; 6.8 turn left, with poles, passing school house on left; 8.2 cross open ditch; 8.4 cross Fall River; 8.6 keep right; 10.2 leave poles on left, keep right over new road; 10.6 turn left, pass small ranch house on left;

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11.4 turn with poles (road straight ahead goes to Park via Ora), pass church and school house on left; 13.4 turn left; 15.3 turn left; 16.4 follow poles to

17.4—ASHTON: Humes and Swanstrum garage. Ashton is the last town on road to Park and all necessary supplies and oil should be obtained. Leaving garage, go west to 17.8 turn right, church on left; 18.5 straight ahead, side road to right; 19.0 straight ahead; 19.5 straight ahead; 20.4 cross new bridge over Snake River; 20.5 turn right; 20.9 keep left, enter Canyon and follow pole line; 25.7 summit; 26.2 keep left; 27.0 fine spring water 100 yards to left;

32.5—MAIN FORKS: 35.5 pass Utaida Gun Club; 37.2 cross Snake River; 46.6 cross Buffalo River; 48.3 Uden's Ranch; 48.8 keep right; 51.5 keep left,

52.6—MACK'S: 52.7 cross Snake River bridge, turn left up grade; 55.5 keep right; 57.0 keep right; 58.6 keep right; 58.8 dugway; 58.9 cross bridge, keep left with 1 wire pole line; 61.0 Henry's Lake may be seen to left; 62.5 keep right, pass ranch on left; 62.6 keep right; 68.1 pass ranch; 68.6 turn left; 68.8 turn right up hill; 69.5 pass ranch; 69.7 school house on right; 70.5 keep main road; 71.0 keep left; 71.6 cross South Fork of Madison River; 71.9 keep right; 73.9 forks, keep left and follow to

76.8—YELLOWSTONE, MONTANA: Madison Hotel and garage.

YELLOWSTONE, MONT., TO ASHTON AND ST, ANTHONY, IDAHO.
(76.8 Miles)

This is the preferable route coming down from the Park. The last 20 miles to Ashton is a new, fine, well-kept road, and better time can be made than via Ora.

0.0—YELLOWSTONE: 0.1 turn right; 2.6 keep right; 4.0 keep right 4.6 keep right; 4.7 keep left; 5.2 cross South Fork of Madison; 8.0 turn right; 12.5 forks, keep left; 14.4 Henry's Lake may be seen on right; 14.7 pass ranch, keep left; 15.0 keep left with poles; 15.4 forks, keep left; 17.7 forks, keep right; 20.5 cross small bridge and keep left; 22.2 forks, keep right; 22.3 forks, keep right, follow poles; 24.1 steep dugway to river; 24.2 cross Snake River;

24.2—MACK'S RESORT: 27.2 forks, keep right; 27.9 forks, keep left with poles; 28.5 Uden Ranch; 30.3 keep left and cross Buffalo River and keep right; 31.0 forks, keep left; 32.9 Snake River on right; 34.1 forks, keep right; 34.8 Ripley's Ranch; 37.6 keep right to pole line; 38.8 cross Snake River; 38.9 keep right with poles; 39.1 keep left with poles; 41.5 Utaida Rod and Gun Club on left.

44.4—MAIN FORKS: Road sign here. Keep left to Ashton, and follow main road; 50.7 fine spring water 100 yards to right; 51.4 summit, be cautious, down grade for five miles, watch for narrow places and sharp turns. Follow new road to 56.6, cross Snake River and follow main road to

59.7—ASHTON: Humes and Swanstrum garage. Pass garage on right, pass depot, crossing railroad and follow poles; 60.7 leave pole line; 62.6 turn right with poles; 63.7 turn right, 65.7 turn left over new road, pass ranch on right and turn right at fence corner, follow road to pole line and pole line to

76.8—ST. ANTHONY.

POCTATELLO TO AMERICAN FALLS.
28.8 Miles.

0.0—POCATELLO: Trist's Garage and Nicollett Hotel. Go east on Center to Main; First National Bank on right; turn left up Main; 1.0 turn right to railroad and follow railroad; 2.1 cross railroad; 2.6 turn left, follow railroad; 3.8 follow railroad; 4.4 road leaves railroad and goes around ranch; 5.5 keep left and pass brick house, cross Partneuf River and keep straight up hill; 6.1 keep right, follow railroad; 9.1 cross

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Livery Service to all points. Our Repair Car goes anywhere.

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Rexburg, - Idaho

The St. Anthony Garage and Machine Shop

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Agent Reo and Cadillac Cars

A first-class Garage in every particular, experienced, competent workmen.

Tires, Accessories, Supplies. Road to Yellowstone passes our door. Trouble calls receive immediate attention.

St Anthony, - Idaho

creek; 10.1 turn left, cross railroad; 10.5 turn right, onto old railroad grade; 12.0 leave grade; 12.2 turn right; 12.8 road on old railroad grade; 13.3 cross railroad, keeping to left up hill; 13.6 road leaves railroad, and goes through Fort Hall Indian Reservation; 16.4 cross intersecting road, keep straight; 18.0 follow fence; 18.6 turn right, follow fence; 19.6 keep left up hill; 20.5 turn left, follow fence; 21.2 turn right; 23.1 turn right; 28.1 turn left; 28.7 turn right on block, and turn left to

28.8—**AMERICAN FALLS**: Baugh Hotel and American Falls Auto Co. Garage.

AMERICAN FALLS TO POCATELLO.

(Oregon Trail.) **(State Highway.)**

(Logged by W. Zenas Smith and J. B. Trist. 28.5 miles.)

0.0—**AMERICAN FALLS**: Baugh Hotel—turn right, go 2 blocks, turn left—new road will follow tracks to Pocatello; 0.9 approach Snake River, turn to right—roads good; 5.8 turn left; 7.7 crossroads—turn left; 9.0 turn right; 9.6 Straight ahead; 10.2 turn left along fence; 12.0 sharp reverse curve; 12.5 cross road, straight ahead—road winds across Fort Hall Indian Reservation on bench land above Snake River Valley; 15.2 approach railway tracks and turn left; 15.5 cross railway tracks—take old grade; 16.0 leave old grade, follow alongside to Bannock Creek; 16.6 cross Bannock Creek, road straight ahead; cross Bannock Creek, take left-hand road up hill and onto old grade; 18.4 leave old grade, take left-hand to railway tracks—new road will follow old grade; 18.9 cross tracks, turn to right, follow railway tracks; 19.7 cross Michaud Creek; 22.9 take left, then right and down hill and cross Portneuf River; 23.3 turn to right, circle around ranch, approach tracks, follow tracks; 26.4 leave track and around stock yards; 26.8 cross track and turn left along tracks; 27.8 turn right 1 block, turn left on Main.

28.5—**POCATELLO**: Trist's Garage 3 blocks down Center. Nicollet Hotel.

AMERICAN FALLS TO TWIN FALLS.

109.2 Miles.

0.0—**AMERICAN FALLS.** Baugh Hotel and American Falls Auto Co. Garage. Go south from hotel three blocks and turn left, crossing railroad and Red Elevator on right; turn right, pass Evan's Store on left, go to end of block and turn left at corner opposite depot, go one block and turn right and follow main road; 1.2 keep right; 2.0 steep grade; 4.5 Neely settlement, pass church on right; 5.0 turn left; 8.1 turn right; 9.1 keep right; 11.4 Lava Rock pass; 13.5 straight; 13.6 sharp turn to left down steep grade, cross creek and turn right; 17.7 road along Snake River, cross small bridge and pass ranch house on left; 18.2 turn right down steep grade, cross bridge and turn left; 21.0 keep left; 25.0 pass ranch on left; 27.4 small school house on left; 29.6 keep right; 30.0 keep right around fence; 30.8 log cabin on left; 30.1 crossroads, keep right hand road; 31.8 cross bridge over Raft River, turn sharp to left and pass ranch house on left; 37.6 green house on right; 42.0 turn right (road to south goes to Malta, Ella and Strevell); 44.5 keep right; 47.9 keep left; 49.1 cross railroad grade; 50.0 stone house on left; 50.8 turn right and cross bridge over canal; 51.0 turn left, cross creek and follow pole line;

52.9—**MARSHFIELD**: 53.9 turn right, cross bridge over canal and turn left; 55.9 steep down grade across bridge, turn left up grade, then turn right and follow railroad; 56.9 make S turn and follow railroad; 57.9 turn right, cross railroad, and then turn left following railroad, and follow pole line; 59.7 follow around canal and back to pole line; 60.6 cross canal bridge; 61.3 straight; 61.6 turn left and cross canal and turn right and follow main road; pass Wilcox Auto Company Garage on left to

62.9—**BURLEY**: National Hotel and Wilcox Auto Co. Garage. Leave hotel, passing Wilcox Auto Co. on right; go south on Main Street

HUMES & SWANSTRUM

Garage

Ashton, Idaho

Last Garage Going to the Yellowstone

Phone 28 for Service Car

All Work Guaranteed

Oils, Gas and Greases

All Extras for Fords

Tires and Accessories

Expert Repair Men

Auto Livery in Connection

Ashton is on the new road recently constructed by the Ashton Commercial Club.

THIS IS THE BEST ROAD TO THE YELLOWSTONE

4 blocks and turn right; 63.7 turn left; 64.6 cross bridge over canal and turn right; 65.3 cross railroad; 66.2 turn left; 66.7 cross canal; 67.2 turn right, Evergreen Ranch; 67.5 pass school house on right; 68.2 turn left; 69.2 turn right; 69.5 cross canal; 70.2 turn left; 70.6 turn right; 70.8 turn left; 72.9 turn right; 76.6 crossroads, keep straight (road north to Milner, south to Oakley); 76.9 turn left, follow fence; 77.3 turn right; 78.4 cross railroad; 81.5 keep straight—road north goes to Milner Dam; 84.4 turn right—south road goes to Oakley; 86.5 turn left—this is the new state highway; 87.5 turn right; 87.7 cross creek; 88.6 turn right;

89.7—MURTAUGH: Turn left; 90.2 turn right; 90.7 cross railroad; 91.5 turn left—Snake River Canyon on right; 92.2 turn left; 92.6 turn right; 93.6 turn left; 94.2 cross canal—keep straight; 96.6 cross main canal; 96.9 cross canal;

99.4—HANSEN: Keep straight; 102.6 turn right at Bank corner;

103.0—KIMBERLY: Keep straight; 103.6 turn left;

109.2—TWIN FALLS: Rogerson Hotel and Twin Falls Auto Co.

TWIN FALLS TO AMERICAN FALLS.

(State Highway.) **(Oregon Trail.)**

(Logged by L. T. Moore and Willard Wyatt. 108.8 miles.)

0.0—TWIN FALLS: 0.1 Rogerson Hotel corner—go southeast on Main Street; 0.7 turn left on pole line; 5.5 turn right to Kimberly.

6.3—KIMBERLY: 6.5 turn left at Kimberly Bank.

9.5—HANSEN, on right—continue east; 12.3 cross main canal; 14.9 cross main canal again; 15.5 turn right; 16.5 turn left; 17.0 turn right; 17.5 turn left; 17.7 turn right; 18.4 cross railroad; 18.9 turn left.

19.4—MURTAUGH: Turn right; 20.6 turn left; 21.3 cross small creek; 21.7 turn left; 21.8 turn right; 22.0 cross main canal; 22.1 turn right; 22.2 turn left; 22.7 turn right, leaving State Highway, angle to southeast through sagebrush, past east end of Murtaugh Lake; 24.8 turn left along Old Oregon Trail—road to south leads to Oakley; 29.4 follow along fence with dry farm ranch on right; 30.8 cross Milner and Oakley railroad; 31.4 follow along fence on left; 31.9 turn left along fence; 32.0 go east; 32.1 crossroads—keep straight ahead east—road to north to Milner, and road to south to Oakley; 36.3 crossroads—turn left—road to south to Oakley; 38.5 turn right along fence; 38.6 turn left along fence; 39.1 turn right; 39.7 cross two small bridges over canal; 39.9 turn left on pole line; 40.9 turn right on section line; 42.4 cross bridge over canal; 42.9 turn right—see two signs; 43.9 cross railroad, continue east; 44.5 turn left, north—see sign on fence; 44.6 cross bridge over canal; 45.4 turn right into Burley; 45.9 Main Street, Burley, turn left, north.

46.3—BURLEY: Wilcox Auto Company on left; leave National Hotel, Burley, go south on Main Street; 47.8 cross bridge over canal, turn left around canal then east along pole line; 48.1 crossroads; 48.8 cross canal, continue east; 49.2 crossroads; 49.4 turn left along canal bank and go northeast around canal to 50.1 back to pole line on section line—leave canal and follow pole line east; 50.3 crossroads; 50.4 cross railroad and continue east along railroad—Snake River on left; 51.2 turn right and cross railroad, then left and follow railroad east; 52.2 turn left and cross railroad, then right (east) and follow railroad; 53.2 turn left; 53.3 steep down hill pitch—turn right, cross bridge over creek, then up sharp pitch east; 54.3 crossroads—keep straight ahead east; 55.3 turn right (south), then cross railroad and bridge over canal, then turn left (east) and follow canal back to railroad and continue east to

56.3—MARSHFIELD: Two general stores. Continue east from stores, passing brick school house on right; 56.6 cross creek; 57.3 crossroads and cross canal bridge—continue east; 58.7 cross bridge over creek, turn right (south); 58.9 cross bridge over canal; 59.0 turn left (east) along ditch; continue east and northeast, following fence and passing

The Idaho Hotel

One of the leading first-class Hotels on the Yellowstone Park Route. The Park is an easy one day drive from Rexburg.

Rooms with bath and a first-class dining room. Special attention to commercial and tourist trade. Rexburg, Idaho

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On main road to Yellowstone
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Complete line of Accessories, Tires, Oils and Greases. Special Service to the Automobile Touring Public. Service Car.

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rock house on right; 60.6 cross Burley and Kelton railroad grade and follow railroad grade east; 61.1 cross two bridges over creek; 61.5 follow fence to right (northeast); 61.8 keep on east—Dewey's ranch one-half mile to south—road bears to northeast to railroad grade; 64.1 Road goes on the railroad grade; 65.4 Continue on the railroad grade southeast (road leaving grade to left goes to ranch); 66.3 keep on railroad grade and pass through railroad grade cut to 66.8 turn left, leaving railroad grade, going east on highway fenced on both sides of road—white house with green roof on right, west of railroad grade—road to south on railroad grade goes to Malta; 67.2 keep straight ahead, east—left-hand road leads to ranch; 70.2 keep straight ahead—right-hand road goes to Malta —see sign; 72.1 follow along fence past green house with windmill on right; 74.3 keep straight ahead—road to right goes to ranch; 76.7 pass ranch on right and follow around fence; 77.0 cross bridge over Raft River and continue east; 77.3 turn to left—road south goes to Malta; 77.8 crossroads—keep left-hand road north; 78.1 pass log house on right; 79.2 keep straight ahead; 79.6 pass log house on right; 80.3 make sharp turn around creek and ranch and follow fence; 80.8 cross two bridges over small canal and follow fence; 81.6 pass log house on right; 83.9 pass ranch house and windmill on right—keep straight ahead up canyon to northeast; 87.8 keep road straight ahead north; 88.5 Down steep grade to banks of Snake River, then follow northeast along river; 89.1 steep, sharp turn to right across creek; 91.2 pass ranch house on right—cross creek, continue along Snake River; 95.3 Sharp turn to right, down steep grade across bridge over creek; 95.4 take left-hand road north—right-hand road leads to Rockland—continue north over steep pitches and sharp turns down close to banks of Snake River; 97.5 Amphitheatre Valley—follow main road through lava rock pass; 100.6 turn to right (east), pass two-story blue house and windmill on left; 100.8 turn to left; 103.8 turn to right into Neeley.

104.8—NEELEY SETTLEMENT: Pass Mormon church on left, straight on past brick house on left to 107.5 turn to left, into American Falls.

108.8—AMERICAN FALLS: Opposite O. S. L. depot; cross tracks, go north up Main Street to 109.2 Baugh Hotel and American Falls Auto Company.

TWIN FALLS TO BOISE.

(Logged by A. Erickson and G. H. Smith. 143.7 miles.)

0.0—TWIN FALLS: Corner of Main and Shoshone streets. Go northwest on Main; 0.7 turn left; 7.4 turn right.

7.8—FILER: Turn left; 8.1 turn right; 9.7 turn left.

16.6—BUHL: Go northwest through town; 17.2 Buhl Hotel; 17.2 Buhl Fireproof Garage and Machine Shop one-half block to right; 18.0 northwest corner of townsite—for state highway turn to left; 21.0 turn right; 22.0 turn left; 23.0 turn right; 25.0 pass school house on left; 27.4 turn left—follow contour of hill to Snake River—road well graded and marked; 29.6 cross Salmon River bridge; 31.5 to 33.5 good view of Thousand Springs across Snake River; 34.6 Cross Snake River at Owsley's Ferry.

38.4—HAGERMAN: 38.7 Turn right; 39.0 turn left—follow graded road between river and bluffs to Bliss.

47.7—BLISS: West by depot; 47.9 cross railroad—turn northwest on trail; 47.1 cross small bridge; 50.5 turn to left—west; 51.3 cross bridge on canal; 51.8 cross bridge on canal; 52.1 cross bridge on canal; 56.8 cross bridge on canal; 61.9 cross bridge—railroad on left—follow railroad.

63.1—KING HILL: Go straight ahead; 65.0 bridge—house and windmill on left side of road; 67.6 cross railroad—watch railroad semaphore for trains; 68.8 Pass bridge across Snake River—keep to right

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Roxy Bartlett, Prop.

Headquarters for Auto Tourists and Travelers. We make a Specialty of Lunches. Special Attention given to Hunting and Fishing Parties in Season. MEALS AT ALL HOURS.

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When Touring Yellowstone Park stop at

Madison Garage

Yellowstone, Montana

GAS, REPAIRS, OILS

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BARTLETT & STANTON Props.

and 69.0 pass under railroad tracks.

70.0—GLENNS FERRY: (Via lower road) go west; 70.4 turn southwest—follow on north side of railroad; 72.7 Slick Bros. Camp in view across Snake River; 76.0 forks—keep to left; 78.0 cross railroad—continue west on south side.

79.0—HAMMETT: Turn right; 79.1 turn left—follow along south side of railroad; 80.6 leave railroad and turn left—west; 80.7 Cross Bennett Creek; 82.7 forks—keep to left; 87.7 Reverse—flag station—continue along railroad; 92.0 cross railroad—follow north side of track.

97.7—MOUNTAIN HOME: Park—turn to right—follow north side of railroad to Sunnyside; 99.1 forks—follow railroad; 109.0 Cliff—water tank—follow railroad; 115.1 Sunnyside—turn right; 121.6 Regena—postoffice—road turns to northwest—follow graded road; 123.8 cross Indian Creek; 124.5 Orchard Reservoir in view on left; 130.6 cross Black Creek—there is well near the bridge; 139.8 cross New York Canal; 142.6 cross Boise River; 143.1 turn to left on Warm Springs Avenue.

143.7—BOISE: Main Street, Boise—turn one block to left at 10th Street—one-half block to right on Grove and stop at Kent's Garage.

BOISE TO TWIN FALLS. (Oregon Trail.) (State Highway.)
(Logged by A. Erickson and G. H. Smith. 143.7 miles.)

0.0—BOISE: Go east on Main Street and Warm Springs Avenue; 0.6 south on Broadway and Reclamation Avenue; 1.1 cross Boise River; 2.9 end of car line; 3.0 cross canal—up grade; the course from here is generally southeast for 19 miles; 3.8 forks—keep right; 3.9 cross New York Canal; 8.4 enter foothills; 8.9 forks—keep left; 13.1 cross Black Creek; 19.2 Orchard Reservoir in view on right; 19.9 cross Indian Creek; 22.1 Regena Postoffice—turn right; 28.6 Sunnyside—turn left on north side of railroad and follow railroad to Mountain Home.

34.7—CLIFT.

46.0—MOUNTAIN HOME: Turn left; 46.6 turn right; 46.9 turn left; 47.2 turn right; 47.4 turn left; 47.7 turn right; 51.7 cross railroad—continue east along south side of tracks; 56.0 Reverse Station—follow railroad; 60.7 leave railroad and go southeast; 62.8 turn east; 63.0 cross Bennett Creek; 63.2 turn southeast along railroad to

64.6—HAMMETT: Turn right; 64.7 turn left: 65.7 cross railroad—follow along north side; 68.0 Flume on left and Snake River on right; 70.4 cross bridge near railroad; 71.0 Slick Bros. Camp in view across river.

73.7—GLENNS FERRY: Keep straight ahead: 74.7 pass under railroad tracks; 74.9 bridge across Snake River on right; keep left along north bank of river; 76.1 cross railroad—watch semaphore; 78.7 cross bridge—a windmill and house on right side of road.

80.6—KING HILL: Go straight ahead; 81.8; bridge near railroad—follow contour of hill left; 84.5 forks—keep right; 85.1 bridge—steep up grade: 85.2 up steep grade "King Hill": 91.6 bridge on irrigation canal; 91.9 bridge on irrigation canal; 92.4 bridge on irrigation canal; 93.0 forks—keep right; 93.6 turn southeast; 95.7 small bridge on irrigation ditch: 95.9 cross railroad—turn east to

96.0—BLISS: Turn south into canyon—follow down between the bluffs and Snake River; 104.7 turn right; 105.0 turn left.

105.3—HAGERMAN.

106.2—Forks—keep to right for Owsley's Ferry (left road to Buhl via Riverside Ferry); 109.1 Owsley's Ferry—cross river; turn left: 111.5 Thousand Springs in sight across river; 114.1 cross Salmon River bridge and follow contour of hill on graded road: 120.7 turn left; 121.7 turn right: 122.7 turn left: 125.7 turn right (southeast through Buhl).

126.5—BUHL: Buhl fireproof garage one-half block to left; Clear Lakes 5 miles north; 127.1 southeast corner of Buhl—turn left; 134.0 turn right; 135.6 turn left.

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IDAHO FALLS, IDAHO.

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One of the best equipped shops in the State. All classes of repairs receive the same prompt, expert attention. Special service to Auto Tourists. Electrical Work a Specialty. Battery Charging Station. If you need our service from outside points phone and our repair car will come to you. Day and Night Service.

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All kinds of tire repairing done on short notice. Day and Night Service. All work done by experts and guaranteed. Tires forwarded to us by Auto Tourists will be ready on arrival of car at Idaho Falls. Special service to Yellowstone Tourists. Prompt service to outside garages and the trade generally. Mail orders receive immediate attention.

135.9—FILER: Turn right; 136.3 turn left; 143.0 turn right on Main Avenue.

143.7—TWIN FALLS: Rogerson Hotel and Twin Falls Auto Company, corner Main Avenue and Shoshone Street.

TWIN FALLS TO HAILEY.

Idaho Central Highway.

(Logged by A. Erickson and G. H. Smith. 103.8 miles.)

0.0—TWIN FALLS: Main Avenue and Shoshone Street. Go northeast on Shoshone Street; 0.7 Blue Lakes Boulevard—turn left (north); 1.7 Falls Avenue—turn right (east); 4.7 Shoshone Falls road—turn left (north); 5.7 cross electric railroad top of grade Snake River canyon at Shoshone Falls—go slow; 6.8 ferry at SnakeRiver, above Shoshone Falls, one of the scenic wonders of America; 10 per cent grade out of canyon, 20 per cent at top; 8.0 top of grade—Lincoln County—straight ahead (north and northwest); 13.6 cross railroad; 13.8 turn left; 14.8 turn right—Mountain View Ranch; 15.5 cross canal; 16.1 cross lateral; 17.4 turn left; 19.8 turn left.

21.1—JEROME: Turn north at North Side Inn; 23.9 bridge over canal; 24.9 turn right; 26.8 turn left—school house on right; 29.7 turn right; 32.2 turn left; 38.0 telephone line.

40.2—SHOSHONE: McFall Hotel north one block—Ice Caves and Magic Reservoir a few miles north on Timberman Hill road; 40.3 turn right; 40.6 cross railroad; 45.0 turn left; 46.0 turn right; 46.2 turn left; 52.6 bridge; 52.7 cross railroad—turn left; 52.9 school house on right; 53.2 store; 53.4 turn right; 54.6 railroad on right—turn left; 56.5 turn left; 57.2 turn right; 57.8 cross railroad track.

58.2—RICHFIELD: Go north; 62.4 turn right; 66.3 Pagari Siding—turn left; 67.3 school house across track on right; 70.0 cross bridge; 70.4 cross railroad; 75.1 Tikura Siding—from 77.0 the general direction is northwest to Hailey; 79.9 cross railroad—Priest Siding; 82.4 turn left; 83.4 Picabo—gasoline, oil; 85.7 bridge; 85.9 cross railroad; 86.2 turn left; 87.0 turn right; 87.6 turn left—follow telephone line; 89.6 turn left; 90.7 Gannett—cross railroad—turn right; 91.5 school house on left; 92.6 school house on left; 92.9 Balaam Siding.

99.2—BELLEVUE.

103.8—HAILEY: The Hailey, or Wood River country has fine roads, beautiful mountain scenery, splendid trout fishing and good camping places. Also good hotel accommodations. It is a four hours' drive from Twin Falls.

HAILEY TO TWIN FALLS.

(State Highway—The Idaho Central.)

(Logged by W. W. Mickelwait. 103.8 miles.)

0.0—HAILEY: Alturas Hotel corner—go south.

4.6—BELLEVUE: Continue south and southeast down Wood River Valley; 5.7 keep left road, along railroad—right road also leads to Twin Falls, joining State Highway at Shoshone—it is known as the "Timberman Hill" road and is several miles shorter than the State Highway; 10.5 Balaam Siding; 11.2 school house on right; 12.3 school house on right; 13.1 Gannett Siding—cross railroad, turn left (east); 14.2 follow telephone line; 16.2 turn right; 16.8 turn left; 17.6 turn right; 17.9 cross railroad; 18.1 bridge—turn left; 20.4 Picabo Siding—store; 21.4 turn left, up grade; 23.9 Priest Siding—cross railroad; 28.2 cross telephone line; 28.7 Tikura—from here the general direction is southwest to Shoshone; 33.4 cross railroad; 36.5 school house on left; 37.0 Pagari Siding—thence west; 39.7 cross Little Wood River; 41.4 turn left (south).

45.6—RICHFIELD: Turn right; 46.0 cross railroad; 46.6 turn left; 50.4 turn left; 50.6 store; 50.9 school house on left; 51.1 cross railroad;

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Yellowstone Garage

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TIRES, ACCESSORIES AND TIRE REPAIRING

25 CENTS FOR GASOLINE

LIVERY CAR FOR FISHING AND HUNTING PARTIES

51.2 cross Little Wood River; 58.8 turn right (west).

63.6—SHOSHONE: McFall Hotel. Cross railroad and go south—fine desert road; 71.6 turn right; 74.1 turn left; 77.0 turn right at school house; 78.9 turn left; 79.9 cross Twin Falls North Side Canal—splendid farming district.

82.7—JEROME: North Side Inn. Turn left; 84.0 turn right; 86.4 turn right; 89.0 Mountain View Ranch—turn left; 90.0 turn right; 95.8 top of Shoshone Falls grade—go slow—grades 10 to 20 per cent.

97.0—SHOSHONE FALLS (210 feet high): One of the wonders of America—ferry across Snake River; 98.1 top of grade; 99.1 turn right; 102.1 turn left.

103.8—TWIN FALLS: Metropolis South Central Idaho. Rogerson Hotel, Twin Falls Auto Company.

TWIN FALLS TO BLISS.
(North Side Route. 57.6 miles.)

0.0—TWIN FALLS: Main Avenue and Shoshone Street; go northeast on Shoshone Street; 0.7 turn north on Blue Lakes Boulevard; 1.7 turn right on Falls Avenue; 4.7 turn left; 5.7 top of Shoshone Falls grade; 6. 8 ferry across Snake River; 8.0 top of grade; general course is northwest; 13.6 cross railroad; 13.8 turn left; 14.8 turn right at Mountain View Ranch; 17.4 turn left; 19.8 turn left.

21.1—JEROME: Go west on Main Street; select the best roads, making 9 miles west and 3 miles north.

33.1—WENDELL: From northwest corner of Wendell, the course is nearly north; the road is generally good.

46.1—GOODING: Turn west (left) and follow main road.

57.6—BLISS.

BLISS TO TWIN FALLS.
(North Side Route. 57.6 miles.)

0.0—BLISS: Follow main road east.

11.5—GOODING: Go south; the course generally follows the railroad.

24.5—WENDELL: Cross railroad at southeast corner of Wendell townsite and take next turn east.

36.5—JEROME: Go east from North Side Inn; 37.8 turn right; 40.2 turn right; 42.8 turn left at Mountain View Ranch; 43.8 turn right and cross railroad; from here road angles southeast, following contour of the land; 49.6 top of Shoshone Falls grade—go slow—grades 10 to 20 per cent, steepest at top.

50.8—SHOSHONE FALLS (210 feet high): Ferry across Snake River; 51.9 top of grade—go south; 52.9 turn right (west); 55.9 turn left (south).

57.6—TWIN FALLS: Corner Main Avenue and Shoshone Street.

TWIN FALLS TO OAKLEY.
(44.4 miles.)

0.0—TWIN FALLS: Follow State Highway as shown in Twin Falls to Ogden and Twin Falls to American Falls logs; 24.9 cross-roads—continue south to foothills, thence the course is southeast, following the "foothill road," the valley lying to your left; in places the road has been fenced out on section lines, but generally angles across country, following contour of the base of the hills; 33.0 cross canal bridge; 34.0 cross canal bridge; 36.0 ford Cottonwood Creek; 42.5 cross canal bridge and go east.

44.4—OAKLEY: Worthington Hotel.

OAKLEY TO TWIN FALLS.
(44.4 miles.)

0.0—OAKLEY: Hotel Worthington. Go west; 1.9 cross canal bridge

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and angle to right (northwest)—course from here to Murtaugh Lake is generally northwest, the valley being on your right and the foothills close on your left; 7.7 right fork—left goes up Cottonwood Creek; 8.1 left fork (west); 8.4 Cottonwood Creek ford; 9.0 left fork; 9.1 crossroads—go straight ahead; 10.4 bridge over canal; 11.4 bridge over canal; 16.5 go north; 19.5 crossroads—continue north past east end of Murtaugh Lake; 21.6 turn west on graded road—this is the State Highway—follow directions from here as shown in log, American Falls to Twin Falls. The course is nearly west.

44.4—TWIN FALLS: Rogerson Hotel and Twin Falls Auto Co.

HAGERMAN TO BLISS. (Hill Road.)

(Logged by George H. Smith and A. Erickson. 14.4 miles.)

0.0—HAGERMAN POSTOFFICE: Go north; 0.3 turn right; 0.6 turn left; 1.7 turn right, up grade to top of bluff; good road; 2.7 turn left; 3.2 turn right; 3.7 turn left; 3.9 turn right; 4.1 cross irrigation canal; 4.8 pole line; turn left; 5.8 cross railroad track; 6.0 cross Malad River bridge; deep narrow canyon; 6.1 forks; keep right; 8.1 turn right on graded road; 8.3 cross canal; 10.4 turn left on Gooding Highway.

14.4—BLISS.

BLISS TO HAGERMAN. (Hill Road.)

(Logged by A. Erickson and G. H. Smith. 14.4 miles.)

0.0—BLISS HOTEL: Go east on Gooding Highway; 4.0 turn right; 6.1 cross canal—turn left; 6.3 turn left into sagebrush; 8.3 forks—keep left; 8.4 cross Malad River bridge—deep narrow canyon; 8.6 cross railroad—keep left; 9.6 pole line—turn right; 10.3 cross irrigating canal; 10.5 turn left; 10.7 turn right; 11.2 turn left; 11.7 turn right—house on right side of road; 12.1 down grade—follow contour of hill to 12.7 State Highway—turn left; 13.8 turn right; 14.1 turn left.

14.4—HAGERMAN.

GLENNS FERRY TO MOUNTAIN HOME.

(Logged by A. Erickson and G. H. Smith. 24.5 miles.)

0.0—GLENNS FERRY: There are two roads from Glenns Ferry to Mountain Home—one known as the "Upper Road" which is 3 miles shorter and is usually better. To take this road go north from westerly edge of Glenns Ferry—turn west at siphon and go up long grade about three-quarters of a mile to bench—thence by main road generally northwest; 5.4 bridge—rocky point on left; 7.3 road graded across creek bottom—improved farms on each side; 11.7 cross dry creek bed; 19.1 cross transmission line: 22.0 down long easy grade along pole line (west).

24.5—MOUNTAIN HOME.

MOUNTAIN HOME TO GLENNS FERRY.

(Logged by A. Erickson and G. H. Smith. 24.5 miles.)

0.0—MOUNTAIN HOME: Avoid Medbury road at edge of town; to take upper road turn left at edge of town; follow pole line up long, easy grade; 5.4 cross electric transmission line; 10.0 take right fork; 11.4 take left fork; 12.8 cross dry creek bed and turn left; 13.3 cross road—keep straight ahead; 17.2 road graded across creek bottom; 19.1 bridge—rocky point on right; 20.0 down grade; 21.4 down grade; 22.8 foot of grade; 23.8 turn right—pipe line on left.

24.5—GLENNS FERRY.

HAGERMAN TO BUHL.

(Via "Red Arrow Route" and Riverside Ferry. 18.0 miles.)

0.0—HAGERMAN: General direction is southeast—follow red arrows—river to right; 3.9 right; 4.5 right; 4.9 right; 5.8 left; 6.5 south along pole line; 6.8 right; 7.1 cross bridge—left; 8.2 left.

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9.0—RIVERSIDE FERRY. 15.0 left; 16.3 cross bridge—left; 17.4 top of grade—right—then two left turns to

18.0—BUHL.

BUHL TO HAGERMAN.

(Via "Red Arrow Route" and Riverside Ferry. 18 miles.)

0.0—BUHL: 0.7 turn right; 2.0 turn left, down grade; 2.3 Red Arrow; right; 3.1 cross bridge; right; 3.2 left; 7.6 right.

9.2—RIVERSIDE FERRY: General direction from here to Hagerman is northwest; 11.2 right; 11.3 cross bridge; left; 11.9 middle road, northwest; 13.6 cross bridge; right.

18.0—HAGERMAN.

OGDEN TO TWIN FALLS.

202.7 Miles. Logged by B. F. Magel of the Twin Falls Auto Co.

0.0—OGDEN: City Hall Square. Go north on Washington Avenue; 0.5 Tabernacle on left; 1.0 cross Ogden River; 1.3 road to right goes to Ogden Canyon; 6.4 turn left; 10.0 cross railroad;

10.1—HOT SPRINGS: Pass springs on left—follow main road to

15.0—WILLARD: Keep main road to 22.1, Brigham Auto & Supply Co. on right;

22.2—BRIGHAM CITY: Court House corner. Turn left down wide, shady street: 22.9 pass depot on left, cross tracks and follow pole line to

28.7—CORRIENNE: Corrienne Garage on right. Go past garage one block and turn right, passing depot on right, cross railroad and turn left and follow road between two railroads; 29.2 cross railroad; 29.9 turn right, following road between two lines of poles; 30.8 cross railroad; 32.6 keep to right across river; 34.1 school house on left—turn right;

34.2—BEAR RIVER CITY: Gas. Go north; 35.6 keep to right; 36.0 road comes in from right from Honeyville; 38.1 cross intersection; 39.1 cross intersection; 39.5 church on right; 41.1 turn left across canal; 42.0 cross Malad River—road to Garland and Malad goes north from this point; continue straight ahead to

42.4—TREMONTON: Hadley's Garage and Midland Hotel. Continue west on Main Street through town, cross railroad with depot on right and follow main road west; 45.3 road leads to right—keep straight ahead across creek to 45.4; 45.9 turn right with poles—road sign here; 46.4 frame school building on right—keep main road; 46.8 take main road bearing left; 48.8 big lime rock in front; 49.3 forks—keep right—Tremonton road sign here;

51.9—BLIND SPRINGS: Keep straight ahead; 53.2 log house on left—keep to left; 55.7 ranches and old windmill; 56.5 summit; 60.9 keep left;

62.1—BLUE SPRINGS: General store here. keep main road; 65.0 top of hill—keep to left: 69.2 summit; 71.2 keep right; 76.4 Dillie ranch; 76.5 keep to left, following main road;

79.4—SNOWVILLE: Gas, hotel and general store. Follow main road west; 79.9 cross creek; 80.3 keep straight ahead; 81.5 keep right; 81.7 three roads—take road to fence on right and at end of fence take fork to left; 85.3 ranch; 85.4 cross canal; 86.3 cross creek and continue west to Cedar Creek Store; 88.1 road forks—keep right (road to left goes to Nevada and the coast): continue on main road;

103.4—CEDAR CREEK STORE: Road south from here goes to Kelton; 103.7 summit—elevation 6000 feet;

107.6—STREVELL: Good hotel. gas and stores. Follow main road west; 110.3 turn right and follow railroad grade; 111.6 turn left; 112.0 turn right; 115.6 turn left; 118.9 turn right and cross bridge; 121.2 turn left—farm house on left; 121.4 cross Raft River—follow main road to

131.5—CONANTS: Turn left; 131.7 angle northwest; 140.9 angle left; 141.2 turn right; 141.9 turn left; 143.0 road bears left; 144.2 turn

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right; 144.8 turn left; 145.6 turn right;

146.5—ALBION: County seat of Cassia County. Gas, hotels and stores. Turn left; 146.8 State Normal School—follow main road north and west down into main valley of the Snake; 151.4 angle left and go west on section line road; 156.3 keep straight; 158.3 cross canal bridge; 158.6 cross canal and keep west; 161.0 road to right goes to Burley—continue west for Twin Falls; 162.7 cross railroad; 163.5 turn left; 166.2 crossroads—continue west; 170.6 crossroads—keep straight (road to left leads to Oakley); 171.8 cross railroad; 177.8 turn right, passing east end of Murtaugh Lake; 179.9 turn left on graded road; 180.6 cross bridge over main canal—road here jogs 0.2 of a mile to south; 181.6 turn right;

183.1—MURTAUGH: General stores, O S. L. railway; 183.6 turn right; cross railroad and follow main road, making several right and left turns; 187.6 cross main canal; 190.2 cross main canal;

193.1—HANSEN: Pass concrete elevator on left and go west; 196.2 turn right at Kimberly State Bank;

196.5—KIMBERLY: General stores, gas and hotel. Continue straight; 197.2 turn left;

202.7—TWIN FALLS: Rogerson Hotel and Twin Falls Auto Co.

TWIN FALLS TO OGDEN.

203.1 miles. Logged by B. F. Nagel of the Twin Falls Auto Co.

0.0—TWIN FALLS: Corner of Main and Shoshone street. Go southeast on Main Avenue; 0.7 turn left; 5.5 turn right;

6.0—KIMBERLY: 6.5 turn left at Kimberly Bank; 7.2 cross railroad;

9.6—HANSEN: Pass large cement elevator and continue east; 12.5 cross main canal; 15.1 cross main canal; 15.7 turn right—Snake River canyon on left; 16.7 turn left; 17.2 turn right; 17.6 turn left; 17.9 turn right; 18.6 cross railroad; 19.1 turn left;

19.6—MURTAUGH: Turn south; 21.1 turn left; 21.8 road jogs a few rods to north and thence east; 22.1 cross main canal bridge, leaving irrigated district and entering semi-arid district; 22.8 turn right, leaving graded road and passing east of Murtaugh Lake; 24.9 turn left to old trail; 30.9 cross railroad; 32.1 crossroads—continue east (road to right goes to Oakley); 36.5 cross intersection; 37.0 keep left; 39.2 turn right; 40.0 cross railroad; 41.7 crossroads (road to left leads to Burley); 44.1 cross bridge—continue east; 44.4 cross bridge; 46.4 continue east; 51.3 angle to right, beginning climb out of main valley—follow main road east and south; 55.9 pass Albion Norman School;

56.2—ALBION: Gas, hotel and general stores. Turn right; 57.1 turn left; 57.9 turn right; 58.5 turn left; 59.7 angle south—foothills on left; 60.8 turn right; 61.5 turn left; 61.8 turn right; 68.3 take left fork; 71.0 take right fork;

71.2—CONANT'S MILL: Turn right and cross creek; 71.7 take right fork across desert to southeast; 81.3 cross Raft River; 81.5 turn right—farm house on right; 83.8 cross bridge—turn left; 87.1 turn right; 90.7 turn left; 91.1 turn right and follow old railroad grade; 92.4 turn left;

95.1—STREVELL: Hotel, gas and general stores; 99.0 summit—elevation 6000 feet; 99.3 Cedar Creek store—turn left (road to south goes to Kelton and west over the Overland Trail); 102.0 Oregon Trail and Overland Trail merge—follow main road;

123.3—SNOWVILLE: Keep main road; turn south, then angle southeast; 142.3 turn left, going east; 143.3 turn right; 144.2 turn left—follow main road to

162.7—TREMONTON: Hadley's Garage and Midland Hotel. Go straight through town, passing Hadley's Garage on right and follow poles to

170.9—BEAR RIVER CITY, and follow main road to

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176.4—CORRIENNE: Pass garage on right and follow pole line to

181.9—BRIGHAM CITY: Court House at end of street; turn right—Brigham Auto and Supply Garage on left; keep main road, following pole line to

203.1—OGDEN: Reed Hotel and Cheeseman's Garage.

WELLS, NEV., TO TWIN FALLS, IDA.

Idaho Central Highway, Connecting at Twin Falls With Oregon Trail and at Wells With Overland Trail.

(Logged June, 1915, by G. R. Easley of Western Auto Co., Twin Falls.)

(120.2 miles.)

0.0—WELLS: (Elevation 5631 feet). Go north from Wiseman's Garage; 0.1 turn right and cross railroad—general direction for first 20 miles is east northeast, up slight grade; 0.6 right fork for Contact and Twin Falls; 0.7 right fork; 6.8 right fork; 7.1 right fork; 7.6 log house 100 yards at left; 11.7 left; 13.2 left; 19.6 summit; 21.9 left; 24.6 left—slow; 26.3 bridge; 27.0 left—from here road bears northwest; 46.7 canal bridge—slow; 48.4 bridge; 50.1 drive slow to Contact; 51.9 Salmon River bridge.

53.8—CONTACT: Rich copper deposits—stock country; 55.2 junction upper and lower roads—go north; 56.2 slow; 58.8 left fork—right goes to San Jacinto, headquarters Vineyard Land & Stock Co., owners of one of the largest ranches in the United States; 66.2 narrow grade, no turnout; 66.8 Salmon River bridge; 68.3 go slow—short, blind curves; 69.9 left; 76.6 Brown's mail box—continue north on main road; 85.6 canal bridge; 86.4 turn right, east—million dollar Salmon dam is two and one-half miles west.

90.3—ROGERSON: On Twin Falls branch of O. S. L. railway—go north; 91.1 right (east) cross railroad; 91.4 left (north) cross railroad; 91.7 right (east); 92.2 left (north).

96.7—AMSTERDAM at left. Continue north; 100.6 left (west); 100.8 right.

101.1—HOLLISTER: Go north and angle northeast to same section line you left at 100.6; 103.4 cross railroad—continue north; 107.8 turn right (east) 108.8 turn left (north); 112.8 cross Twin Falls high line canal; 114.1 cross railroad; 114.6 cross low line canal; 115.7 turn right (east); 119.5 angle left on Shoshone Street (northeast).

120.2—TWIN FALLS: Corner Main and Shoshone. (Elevation 3800 feet).

TWIN FALLS, IDA., TO WELLS, NEV.

(Idaho Central Highway, Connecting With Overland Trail at Wells, and With Oregon Trail at Twin Falls.)

(Logged by G. R. Easley of Western Auto Company. 120.4 miles.)

0.0—TWIN FALLS: Hotel Rogerson, corner Main Avenue and Shoshone Street. Go southwest on Shoshone Street 0.4 to railroad crossing; 0.5 Rock Creek bridge; 0.6 South Park grocery; 0.7 turn right; 1.0 railroad crossing; 2.5 deflection in section line—follow pole line west; 4.5 turn left; 5.6 low line canal bridge; 6.0 railroad crossing; 7.3 high line canal bridge; 11.3 turn right; 12.3 turn left; 16.7 railroad crossing; 17.8 winding road to left.

19.0—HOLLISTER: 19.2 turn left across railroad; 19.5 turn right; 21.4 cross canal bridge; 23.3 Amsterdam on right; 25.5 bridge; 25.9 bridge; 26.4 use care approaching steel bridge on Deep Creek; 27.4 cross canal; 27.9 turn right; 28.4 turn left; 28.7 turn right across railroad; 29.0 turn left; 29.3 cross railroad; 29.6 turn right.

29.8—ROGERSON: Continue west; 29.9 cross railroad; 30.0 turn left; 30.1 turn right—from 30 to 33.6 road rough—33.6 turn left; 34.5 canal bridge; 43.0 curve at top of hill—go slow; 43.5 roads fork—keep right; 44.3 culvert—Brown ranch at left; 47.3 up grade, 5 per cent; 48.4

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reverse curve on grade—go slow; 52.5 foot of grade—short, sharp curve to here; 53.5 steel bridge, Salmon River—narrow grade, no turnouts; 57.7 road turns off left to San Jacinto; 61.3 road comes in from San Jacinto; 62.8 keep to right; 63.1 bad turn—slow down; 63.4 down grade around point of hill—caution; 64.9 road forks—take either road into Contact—left-hand road the one logged, easier hills.

66.7—CONTACT: Sidling road—go slow; 68.7 straight ahead up hill and down to bridge—from bridge to 69.2 drive carefully, blind curves; 69.7 heavy grade from here to 72.1 small bridge; 73.8 small bridge—shaky; 77.0 ranch gate to right; 93.5 road forks—take right; 94.2 cross two bridges; 95.0 road forks to right, southwest—heavy grade. From 96.7 to 97.1 short curves, sidling; 100.8 Summit—continue west southwest; 119.4 road forks—turn right; 120.2 turn left; 120.3 cross railroad (Southern Pacific).

120.4—WELLS: Turn left to Allen Hotel, Wiseman's Garage.

WELLS, NEV., TO ELY, NEV.

Continuation of Idaho Central Highway.

(Logged by Dr. O. F. Henning. 144.7 miles.)

0.0—WELLS: Leave Allen Hotel. Go direct south, following telephone line for over 20 miles; 24.7 right fork; 25.9 Badt's Ranch—water (no more water for 30 miles until Phallon's Ranch); 27.7 left fork—avoid continued road, which goes to Ruby Valley—signboarded here; 34.7 right fork—left goes to Spruce and return you to road traveled over—signboarded; 42.4 right fork—left goes to Spruce—much longer; 58.6 pass through Phallon's Ranch—water; 63.7 avoid right fork; 64.2 turn east.

65.0—CURRIES: Hotel, lodging, gasoline—cross railroad (very important, continued road leads only to springs, requiring aid of team to get out, cannot turn around); turn south after crossing railroad; ascend winding grade; 67.7 cross railroad—just beyond, avoid left fork—this goes to Kimberly; follow main road in southwesterly direction to west side of Steptoe Valley, and then south; pass several ranches to left; 83.4 pass Nolan's Ranch; 93.2 Telephone line—turn right and follow same into

93.4—CHERRY CREEK: Hotel here. Upon leaving Cherry Creek go direct south, soon taking a slight easterly direction and then again south; continue along main traveled road along west side of valley—direct road; 121.2 turn left and go through Campbell's Ranch—incline again to right to main road; 142.9 cross railroad—several right and left turns to

144.7—ELY: Hotel. Modern garage here. Gas.

ELY, NEV., TO WELLS, NEV.

Continuation of Idaho Central Highway.

(Logged by Dr. O. F. Henning. 145.0 miles.)

0.0—ELY: Set speedometer at 0 front of Northern Hotel. East on Altman Street to end, turn left and next corner turn right onto Lyons Avenue; 0.8 turn left onto Ely Avenue, leaving railroad; 1.1 turn right onto North Street; 1.3 turn left onto Ogden Avenue; 1.8 cross railroad; 3.6 right fork; 3.7 right fork; 3.8 keep left; 3.8 keep left; 5.9 right fork; 14.5 left fork, past Heussner Ranch; 16.1 left fork, past Fasset Ranch; 17.8 past Clark's Ranch; 19.0 past Lusetti Ranch; 21.0 left fork, past Mollesca's Ranch; 23.5 right fork and go through Campbell's Ranch, in front of house turn left and start up toward main road; turn right when through fence; 24.3 bad turn—dangerous; 25.4 left fork; 26.4 left fork—right goes to Shellbourne—avoid; 26.9 right fork—left goes up into mountains; 29.7 keep left; 29.8 keep right—left is truck road to mountains; 30.6 crossroads; 33.6 keep left; 34.0 keep left; 34.8 keep left; 42.8 Through Borchard's Ranch; 45.4 keep right; 50.7 keep right; 51.2 left

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fork; 51.4 Cherry Creek Hotel. You came into Cherry Creek from the south—go out east with telephone line; 51.5 turn north, leaving telephone line there—keep on winding road with cemetery to right; 61.3 past Nolan's Ranch; 63.4 past Green's Ranch; 70.5 take right fork; 77.0 cross railroad.

79.7—CURRIES: Cross railroad (west) to Curries Hotel, blacksmith, gasoline in emergency. (Note: In general the road described above follows the west side of Steptoe Valley, going nearly north to Curries, thence northwest, being sure to leave Big Spruce Mountain to your right. There are three valleys here—take the middle one—Clover Valley, entering same after crossing Saddle, 10 miles out of Curries); 80.0 set speedometer in front of hotel. Turn left around corner, going west; 80.8 turn right and go north; 84.0 right fork—left goes to Ruby Valley—avoid; 86.4 Phalon's Ranch—water—no more water for 30 miles until Badt's Ranch; 86.6 avoid right fork—right goes to Jasper—abandoned; 90.0 Saddle Summit—enter Clover Valley; 93.3 left fork—right goes to Spruce—can go this if other too sandy—is 8 miles farther; 107.1 left fork—right goes to Spruce; 110.3 junction of Spruce road—signboard—turn left; 117.3 turn right—junction of Ruby road—signboard; 119.1 Badt's Ranch—water; 120.3 left fork; 125.8 Agees' Ranch—from here on follow telephone poles through irrigated section to

145.0—WELLS: Allen's Hotel. Good modern garage just one block south before reaching hotel.

MONIDA TO IDAHO FALLS.

82.9 Miles.

0.0—MONIDA: Follow railroad toward Spencer, only one main traveled road, follow telephone line.

15.6—SPENCER: Take main traveled road out of Spencer, railroad on left; 24.6 leave graded road, take left-hand road; 25.1 take right-hand road; 25.8 take left-hand road to

30.5—DUBOIS: Go south along right-hand side of railroad track out of Dubois; 31.1 jog to right with railroad on left; 33.7 keep left-hand road; 34.1 turn right and keep main road; 34.7 turn left; 37.8 turn right; 38.2 turn left; 38.3 left-hand road; 41.5 cross railroad track, follow up railroad track on right.

43.8—CAMAS STATION: Turn right across railroad track, turn left and follow railroad track; 44.2 ford Camas Creek—good crossing; 44.3 cross railroad track, turn right, follow railroad track, railroad on right; 46.7 cross railroad turn left, follow railroad with railroad on left.

49.6—HAMER STATION: 52.4 leave railroad and turn right; 64.9 turn left across canal bridge; 65.2 turn right and follow railroad to

65.7—ROBERTS: Follow railroad south, railroad on left; 66.7 turn left; 66.8 turn right, railroad still on left; 71.6 turn left across railroad, turn right and follow railroad on right; 75.0 turn left across canal bridge, follow railroad track; 76.5 Payne Station on right; 79.9 cross railroad; 80.7 brick plant on left.

82.1—IDAHO FALLS: Turn left across canal and River bridge, down Main Street three blocks, turn left one block, turn right one-half block to Clay's Garage, 82.9 miles.

IDAHO FALLS TO MONIDA.

82.9 Miles.

0.0—IDAHO FALLS: Clay's Garage. Go west two and one-half blocks, turn left one block, turn right across river bridge and canal bridge, turn right up river; 1.3 railroad on left; 1.9 brick plant on right—keep straight ahead—railroad on left; 2.3 cross bridge over canal; 2.6 cross railroad track; 6.0 Payne Siding on left; 7.4 jog right; 7.6 cross bridge over canal; 9.9 county line; 10.9 jog left, cross railroad track and follow main road—railroad on right; 15.8 jog left; 15.9 turn right over

canal; 16.7 left-hand road goes to Mud Lake—go straight ahead.

17.0—ROBERTS: Keep straight ahead along railroad; 17.4 turn left, follow main road; 17.7 cross canal; 17.8 turn right; 18.8 straight ahead; 20.2 follow main road; 30.2 railroad on right.

33.0—HAMER STATION: Keep straight ahead; 35.8 jog right over railroad, turn left, railroad on left, follow railroad; 38.3 turn left and cross track, ford Camas Creek—good crossing—turn right, follow track on right;

38.6—CAMAS STATION: Cross track, turn left, follow up railroad; 41.1 turn left across railroad—follow main road; 48.0 keep right-hand road; 48.4 turn left—railroad on right;

52.1—DUBOIS: Turn west at garage, cross creek, keep west, follow main traveled road; 53.5 take right-hand road; 53.9 take right-hand road; 54.6 take right-hand road; 55.7 take right-hand road northeasterly across country, following main traveled road; 67.2 cross railroad track into Spencer, with railroad on left; 67.4 depot on left; 67.5 cross railroad, follow up creek with railroad on right; 71.7 reservoir—follow main road into

82.9—MONIDA.

DENVER, COLO., TO WOLCOTT, COLO.

158.0 Miles.

0.0—DENVER: Elevation 5280 feet. Go west on Colfax Avenue from Broadway; 0.2 turn right into 14th; end of street turn left, and then turn right over viaduct, and turn into W. 27th Street; 1.9 West Lake Place—cut diagonally to right; 2.5 Boulevard F—cut right to 3.6, W. 44th Avenue; follow straight ahead on gravel road; 11.2 follow along railroad; 12.1 cross railroad; 13.6 cross railroad; 13.7 cross under railroad and out 10th Street to Washington Avenue; 14.2 turn left and follow main road to

14.6—GOLDEN: Elevation 5611 feet. Follow up Washington Avenue to 15th Street, turning right at end of street; turn left at Guggenheim Bldg.; 18.5 forks—keep right up grade; 22.1 forks—keep left; 24.0 forks—keep right; 26.3 keep left; 28.6 forks—keep right; 30.1 pass school house; 31.6 turn left—narrow roads and sharp curves; 35.5 cross railroad; 36.0 forks—keep left; 37.0 cross railroad and follow into

40.4—IDAHO SPRINGS: Elevation 7540 feet. Turn right from library, and turn left at two churches onto Colorado Street; 41.3 turn left, cross railroad; 42.6 cross railroad; 45.4 forks—keep left;

47.1—LAWSON: 42.6 turn left, crossing railroad; 47.3 cross bridge and turn right; 48.2 forks—keep right; 48.4 cross railroad; 48.8 forks—keep right and follow through to

50.0—EMPIRE: Elevation 8640 feet. Road gets steeper and winds up canyon; 55.5 forks—keep right.

58.9—TOP OF THE WORLD (Berthoud Pass): Elevation 11,416 feet. One of the finest landscapes in the world is viewed from this point. Be careful about brakes going down from top of pass; 68.6 cross railroad; 71.7 keep right.

71.9—FRAZER: Elevation 8560 feet. Follow railroad tracks out of town; 72.5 cross railroad; 86.0 cross railroad.

87.2—GRANBY: 88.9 cross railroad; 90.4 forks—keep left; 96.2 cross railroad and follow to

98.3—HOT SPRINGS: Elevation 7665 feet. Bank on left. Follow straight out of town—take left-hand road before coming to bridge; follow along creek; 98.5 cross bridge; 98.6 cross railroad; follow main road to

103.3—PARSHALL: Keep straight ahead; 109.7 cross railroad; 110.9 keep left; 112.0 three corners, turn left and keep main road to

116.3—KREMMLING: Elevation 7322 feet. Turn left at stores;

116.4 turn left; 117.6 cross railroad; 118.2 forks—keep right up grade, continue to right to top of hill—very sharp turn around hill, follow down hill; 131.4 keep right; 141.3 cross iron bridge; cross railroad and iron bridge at State Bridge Station; go up winding grade and down to

158.0—WOLCOTT: Elevation 6956 feet.

WOLCOTT, COLO., TO DENVER, COLO.

158.0 Miles.

0.0—WOLCOTT: Elevation 6956 feet. South side of river from Wolcott, turn left and cross river and railroad, going up long grade (top of pass, elevation 8030 feet); grade from here down to State Bridge is narrow and steep and extreme care should be exercised in driving; 13.5 turn right; 16.8 cross railroad; 16.9 cross steel bridge; 23.1 forks—keep left; 26.9 forks—keep right, up narrow grade and sharp curves; 30.4 top of grade—road high, be very careful in driving; 30.6 keep left; 40.6 cross railroad; 41.4 forks—keep left; 41.8 turn right to

41.9—KREMMLING: Elevation 7322 feet. Turn right past stores, follow main traveled road; 48.5 cross railroad; follow along railroad—be careful on sharp turns; 54.6 cross railroad to

54.6—PARSHALL: Elevation 7410 feet. 59.6 cross railroad; end of road, turn left; 59.8 turn right to

59.9—HOT SULPHUR SPRINGS: Elevation 7665 feet. Bank on right—follow straight ahead; 60.6 forks—turn left; 61.1 forks—keep right; 62.0 cross railroad and follow up grade; 69.3 cross railroad;

71.1—GRANBY: 72.2 cross railroad; 76.5 forks—keep left; 79.9 forks—keep right; 85.3 keep left; 85.7 cross railroad and follow tracks to

86.3—FRASER: Elevation 8560 feet. Station on right, turn left from railroad; 89.6 cross railroad—2000 feet climb in the next 13 miles, road narrow in places—cautious driving.

99.3—TOP OF THE WORLD (Berthoud Pass): Elevation 11,416 feet. One of the finest landscapes in the west may be viewed from this point. Follow down over splendid road; steep down grade and sharp curves—see to brakes.

108.2—EMPIRE: Elevation 8640 feet. Follow main road; 109.8 cross railroad; 110.0 end of road, turn left; 110.9 turn left, cross bridge and railroad and turn right into Lawson; 112.8 pass store on left and keep left fork along railroad; 115.6 cross railroad; 116.9 two churches—turn to right to

117.8—IDAHO SPRINGS: Elevation 7540 feet. Library on right, turn left across railroad, passing swimming pool on right, and follow very winding road along tracks; 121.2 cross railroad; 122.7 cross railroad; road starts up Floyd Hill; 126.6 three corners, keep right; 129.4 forks; keep left; 139.3 keep left; 140.8 keep left; 142.7 forks, keep left; 143.4 Guggenheim Bldg. on left, turn right; 143.5 turn left to 12th Street.

143.6—GOLDEN: Elevation 5611 feet. Follow out Washington Avenue to 144.0, this is 10th Street; turn to right; 144.5 cross under railroad; 144.6 cross railroad; 146.1 cross railroad; 154.1 follow trolley; 154.6 turn right, away from trolley; 155.7 cut left into West Lake Place, then into 27th Street; follow to right over viaduct, cut right and then left into 14th Street; 157.8 Colfax Avenue—follow down Colfax to Broadway.

158.0—DENVER: Elevation 5280 feet.

COLORADO SPRINGS, COLO., TO BUENA VISTA, COLO.

93.6 Miles.

0.0—COLORADO SPRINGS: Corner Pikes Peak and Cascade Avenues. Go south from hotel, turning right with trolley, passing park; cross viaduct over railroad and follow trolley to

2.4—COLORADO CITY: Follow trolley to 3.8, turn left across railroad; 4.6 cross railroad; 4.8 pick up trolley and follow to

5.7—MANITOU: Pass Manitou Springs, turn to right and follow up Ute Pass; follow splendid road to canyon; 10.5 forks—keep right (road to left to Pikes Peak); follow main road through Green Mountain Falls, up canyon; 17.5 forks—keep left, passing old log house (right fork goes to Woodland Park); 18.8 forks—keep left; 19.2 cross railroad—fine view of Pikes Peak on left; 20.7 Edlowe Station. Elevation 8923 feet.

24.2—DIVIDE: Elevation 9198 feet. Pass station; 24.6 pass stores on right, turn left, cross bridge over railroad, and turn right past school house; follow pole line up grade; 28.8 forks—keep right with poles; down grade;

32.8—FLORISSANT: Elevation 8193 feet. End of street, turn left; 33.1 pass school house and follow poles to

37.6—LAKE GEORGE: Elevation 7998 feet. Cross two bridges, turn left with poles; 40.8 ranch; 47.5 forks—keep left, following up long grade; 48.2 Pulver Divide mine on on right; very fine view from this point. Long stretch of down grade; 54.4 follow turnpike;

63.6—HARTSEL: Gas and hotel. Follow past hotel to 64.7 forks; keep left with single line of poles; 65.8 turn left, cross railroad, and turn right; 69.1 keep right; 69.3 cross railroad, turn to left, follow around hill up grade, passing Antero reservoir on right; 72.8 forks—turn left (right goes to Fairplay); follow straight ahead, pass old salt factory on left; 74.4 turn to left at ranch; follow up long grade to top of Trout Creek Pass; 77.7 cross railroad, follow abandoned railroad, cross several times; road good to

81.4—NEWETT: 81.7 turn left, crossing railroads, follow down canyon for three miles—from this point road winds across the hills to 87.5; follow fine road to 90.0 and turn left; 91.1 turn right at end of road, cross railroad, turn to right across iron bridge at 92.0; 93.3 forks—keep right; 93.5 turn right, past court house to

93.6—BUENA VISTA: Hotel and garage.

BUENA VISTA, COLO., TO COLORADO SPRINGS, COLO.

93.6 Miles.

0.0—BUENA VISTA: Elevation 7968 feet. Go east from railroad station to court house and turn right; 0.7 cross bridge; 1.7 pass smelter, cross Arkansas River; 2.5 cross railroad and turn left; 2.7 forks—keep right, going up winding road; 10.6 cross abandoned railroad; 11.8 cross railroad; 13.3 turn right, cross railroad, and follow a long up-grade; 13.8 cross railroad; 15.5 cross railroad and follow to Summit; 15.9 cross railroad down into South Park; 19.2 turn right at ranch, old salt factory on right; 19.9 forks—keep right (road to left goes to Fairplay); 20.8 turn right, cross small bridge; next fork keep left, passing Antero Reservoir on left; 24.3 turn right, cross railroad; 27.7 turn left, cross railroad;

30.0—HARTSEL: Keep straight ahead with railroad on right; 31.9 pass large ranch on left; 34.2 short turn to right and then to left across bridge; 36.4 sharp turn right over bridge, passing ranch; curve left, then right, with water on each side; follow straight across South Park;

45.4—TOP OF PASS: Splendid view; 47.0 keep right with poles; 55.5 turn right across small bridge, and cross another bridge to

55.7—LAKE GEORGE: Follow straight past lake, with poles.

60.7—FLORISSANT: Elevation 8193 feet. Turn right, over railroad, then turn left; 61.5 forks—keep left (road to right goes to Cripple Creek); 64.8 road comes in from right;

68.9—DIVIDE: Elevation 9198 feet. The road from here to Colorado Springs is down grade. Turn left over bridge across railroad; turn right, following railroad (Pikes Peak on right); 75.0 forks—keep right (road to left goes to Woodland Park); 76.1 forks—keep right; 77.9 Crystola, elevation 7950 feet. Follow main road down canyon, charming scenery, through Green Mountain Falls and Cascade to

Views of Meeker, Colorado

First National Bank Building

Bird's Eye View of Meeker, Colorado

J. W. Hugus & Co. Store

Bank of Meeker

Meeker, Colorado

....MEEKER (COLO.)—(Ele. 6,240. Pop. 1,023). Meeker, the county seat, is situated on the north bank of White River, and is forty-five miles from Rifle, the nearest railroad point. Craig, the present terminus of the "Moffat" road, is about the same distance.

The town has an $18,000 grade school building, a $44,000 high school building, a $20,000 electric light and power plant, a $20,000 flour mill, a planing mill, two lumber yards and a $60,000 gravity system of waterworks, owned by the town.

Meeker has the following lodges: Masonic Blue Lodge and Chapter, K. T. Commandery, I. O. O. F., Modern Woodmen, Woodmen of the World, G. A. R. Post, and several auxiliary lodges.

There are three church buildings in Meeker: Episcopal, Methodist and Catholic.

Meeker is on the Ocean to Ocean highway, leading from Colorado to Utah. This is the preferable route for autoists going west. The Ocean to Ocean highway is in good condition all the way, considering the county traveled. Meeker is one of the most delightful stops en route. Situated on the White River, 45 miles from railroad, it is in one of the greatest cattle raising sections of the west, and the town still has the atmosphere of being thoroughly western. Out from Meeker are several one-day trips that are well worth making, and we recommend to the auto tourist that three days to a week may well be spend in Meeker. There are opportunities here for sight-seeing, fishing and real out-in-the-open experiences not met elsewhere. Marvine Lake, a trip up the White River, Trappers' Lake and numerous mountain retreats are all accessible from Meeker.

Meeker should be made the over-night stop both going and coming, as the 120 miles to Vernal on the west is a good day's drive. Meeker has a good hotel, first-class garages, and excellent stores, where all kinds of supplies and merchandise may be had. There is a charm about Meeker that you will enjoy; it still smacks of the west that has passed, while supplying all the comforts of town life. It's location away up among the mountains, the great expanse of outlying territory, leave an impression that is not soon forgotten.

First Nat. Bank.—Cap. $40,000; surplus and profts $27,000. C. C. Parks, Pres.; L. B. Walbridge, Cashier; R. Oland, Vice Pres.; J. Ernest Oland, Asst. Cashier. Do a general banking business. Give prompt attention to matters for non-residents.

Bank of Meeker—J. W. Hugus and Co. A. C. Moulton, Cashier, Oldest bank in Meeker. This bank takes a vital interest in the growth and development of Meeker and Rio Blanco county and is always ready to assist in every feasible way those seeking its aid.

J. W. Hugus Co.—In Meeker is located one of the large, up-to-date stores of the well known J. W. Hugus and Company. This is the most complete line of merchandise in western Colorado and tourists can have all their needs supplied. All tourists are invited to call and ask for any information they may desire. J. W. Hugus & Co. have stores and branks in all the larger towns of northwestern Colorado. Mr. A. C. Moulton is local manager.

87.9—MANITOU: Elevation 6443 feet. Follow straight past Manitou Springs to

91.2—COLORADO CITY: 93.3 cross viaduct to

93.6—COLORADO SPRINGS: Elevation 6000 feet.

RIFLE, COLO., TO GLENWOOD SPRINGS, COLO.

28.5 Miles.

0.0—RIFLE: Winchester Hotel and Graham's Garage. Go straight from garage, following railroad; 5.7 follow poles and railroad to 15.3; turn left, cross railroad to

15.8—NEWCASTLE: Continue straight through town, with railroad and river on right, over fine road to 25.5; turn right; 28.1 curve to right and then to left; pass Colorado Hotel on left and cross bridge to

28.5—GLENWOOD SPRINGS.

GLENWOOD SPRINGS, COLO., TO RIFLE, COLO.

28.5 Miles.

0.0—GLENWOOD SPRINGS: Hotel Colorado on right. Set speedometer at north end of bridge, turn left at first corner and follow poles over splendid road; follow along Grand River to 8.4; keep right, with pole line, up grade;

12.7—NEWCASTLE: Continue straight through Main Street, cross bridge at lower end of town, cross railroad on right—don't cross river; 14.3 cross railroad to north side, follow railroad and poles to 22.9; turn left, travel main road, over hill (new road along railroad expected to be ready by July, 1915) and follow to

28.5—RIFLE: Winchester Hotel and Graham Garage.

VERNAL, UTAH, TO MEEKER, COLO.

120.1 Miles.

0.0—VERNAL: With St. Elmo Hotel on left, pass amusement hall on left and go south to 1.1 turn left, the road is marked with Pikes Peak Ocean to Ocean marks from here to

15.5—JENSEN: Small settlement here. Gas and oil. Pass general stores on right and cross Green River bridge 15.6; 16.1 keep right across small bridge; 16.5 dugway above river; 17.5 dugway; follow main road—this road is marked with Pikes Peak Ocean to Ocean marks; 36.1 cross bridge; 38.2 keep right; 38.7 keep left; 35.4 Colorado-Utah state line.

35.5—K RANCH: Pass ranch on left and keep with main road; 35.9 cross bridge, turn right; 44.1 keep right; 45.4 top of divide; 47.9 down rough dugway; 53.6 dugway; 49.5 wash; 51.1 dugway; 51.4 grade; 51.3 pass oil derrick on left; 54.8 keep right; 59.0 cross White River bridge; pass school house; 59.6 turn left and follow main road to

59.8—RANGELY, COLO.: Gas, store and hotel. Pass store on left and follow main road; 60.9 cross bridge; 62.5 wash; 64.6 dangerous dugway; 66.7 very steep grade; 67.8 to 68.0 sharp turns and grade; 68.4 steep wash; 69.5 sharp turns; 70.8 grade; 72.1 dugway; 72.5 dugway above river; 73.2 cross open ditch; 74.3 ranch; 75.8 dugway; 76.0 ranch; 76.2 to 76.4 dugway above river; 77.5 dugway above river; 79.1 dangerous dugway above river; 81.6 cross bridge; 81.7 wash—road sign here; 83.3 grade; 83.9 dugway and grade; 86.0 creek; 88.0 wash; 91.0 dangerous dugway; 91.3 wash; 91.8 rough dugway; 93.2 dugway; 94.6 ranch; 95.0 cross open ditch; 97.0 dangerous dugway above river; 97.3 ranch; 97.4 dugway—go slow; 99.1 turn left; 99.2 ranch; 99.5 cross White River bridge; 100.1 pass ranch and oil derrick; 101.4 sand; 101.9 ranch; 102.9 keep right; 106.1 to 106.4 dugway above river; 106.5 fine shady spots; 108.9 dugway above river; 109.1 keep road to left—don't cross bridge; 109.6 pass red school house; 110.1 pass log cabin on right; 113.9 cross bridge; 114.2 cross canal; 115.0 pass school house; 116.1 keep right; 117.0 turn left (road signs here—road straight ahead goes to Rifle);

White River Garage

GORDON, LYTLE & SONS, Props.

Gas, oil, vulcanizing, repairs, tires and accessories.

Recharging station agency for BUICK and DODGE cars
Call Meeker 46 for Repair Car
Meeker, Colorado.

THE GRAND

W. R. LEE, Proprietor

Glenwood Springs, Colo.

In the Heart of the Rockies Rates $1.00 up

THE WINCHESTER

Rifle, Colorado

The Most Favorably Known Hotel on the Western Slope

American Plan

Splendid Meals Cool Dining Room Stop for Dinner

W. R. LEE, Proprietor E. M. COLE, Clerk

119.3 keep left and follow main road to

120.1—MEEKER: White River Garage. Meeker Garage.

MEEKER, COLO., TO VERNAL, UTAH.

120.1 Miles.

0.0—MEEKER: Meeker Garage. White River Garage. With Meeker Hotel on left, go straight out Main Street, passing garages—follow main road to 3.1 (road signs here); turn right (road to left for Rifle); 4.0 keep left; 4.9 straight ahead; 5.1 pass school house; 5.9 cross canal; 6.2 cross bridge; 10.0 cabin on left; 10.5 pass red school house; 11.0 keep right—don't cross bridge; 11.2 dugway above White River; 13.6 fine shady picnic grounds; 13.7 to 14.0 dugway above river; 18.2 ranch on left; 18.7 sand; 20.0 ranch and oil derrick; 20.6 cross White River bridge; 20.9 ranch; 21.0 turn right; 21.7 dugway; 22.1 keep right; 22.7 dugway—slow; 22.8 ranch; 23.1 dangerous dugway above river; 25.1 cross ditch; 25.5 ranch; 26.2 grade; 27.0 dugway; 28.4 rough dugway; 28.9 wash; 29.2 dangerous dugway; 32.1 wash; 34.1 creek; 34.5 grade; 36.2 dugway and grade; 36.8 grade; 38.1 wash; 38.4 wash—road sign—keep left; 38.5 dugway—cross bridge—keep right; 40.1 dugway; 40.8 dugway; 41.0 dangerous dugway above river; 41.6 ranch; 42.6 dugway above river; 43.7 to 43.9 dugway above river; 44.1 ranch; 44.3 dugway; 45.4 water; 45.8 ranch; 46.9 cross open ditch; 47.6 dugway above river; 48.0 dugway; 49.3 heavy grade; 50.0 grade; 50.6 sharp turns—whistle; 51.7 steep wash; 52.1 to 52.3 sharp turns and grade; 55.5 dangerous dugway; 56.2 keep left; 57.6 wash; 59.2 cross bridge and keep main road to

60.3—RANGELY, COLO.: Gas and hotel. With store on right, keep straight ahead to 60.7, turn right; 60.9 turn right—pass school house; 61.1 cross White River bridge—turn left; 62.4 keep right; 63.0 keep left; 65.0 keep left; 66.8 oil derrick on right; 67.4 grade; 68.7 grade; 69.0 dugway; 70.6 wash; 77.9 dugway; 72.2 rough dugway; 74.7 top of divide; 79.4 keep right; 80.7 turn right; 82.2 turn right; 82.4 turn left—cross bridge and pass ranch; 82.6 keep right and follow main road to

84.6—K RANCH: Pass ranch on right; 84.7 Colorado-Utah state line; 89.6 keep left; 94.0 cross bridge; 94.8 keep right; 102.6 dugway—Green River on left; 103.6 dugway above river; 104.5 turn left over Green River bridge.

104.6—JENSEN: Gas at store. With store on left, follow pole line straight ahead—this road is marked with Ocean to Ocean Highway marks to

120.1—VERNAL

DUCHESNE, UTAH, TO VERNAL, UTAH.

67.3 Miles.

0.0—DUCHESNE: Pass Odekirk & Co. store on right—turn right; pass Arlington Hotel on left and turn left at corner, following poles; 0.4 turn left; 0.7 cross Strawberry River bridge; 0.9 turn right; 1.1 turn left; 1.9 grade; 3.4 steep grade; 7.6 grade and curves—blow whistle; 11.5 keep left; 14.7 follow poles; 15.2 cross bridge—keep left; 19.1 keep left—road to right goes to Price via Price Canyon; 19.3 cross canal; 20.2 turn right; 21.1 cross canal;

21.8—MYTON: Turn left at bank corner—go one block and keep road to left that leads to bridge; 22.1 cross Duchesne River bridge; 23.5 steep dugway; 25.0 dugway; 25.8 dugway; 26.2 turn right; 26.3 turn left; 26.6 turn right; 31.9 follow poles; 32.4 cross bridge; 33.4 turn left; 33.7 Roosevelt Garage on left—last garage till Vernal is reached; turn right at garage, pass Bracken Mercantile Co. store on left, go to corner and turn left, passing Ashton Hardware Co. on right at

33.9—ROOSEVELT: Go straight ahead to 34.0, turn right, follow

Meeker Garage

Meeker, Colo.

On the road of Ocean to Ocean Auto Highway Garage, repairs, gas, oils and accessories. Make Meeker one of your stops and get information concerning many delightful hunting, fishing and pleasure grounds in this section.

GRAHAM & JOY, Props.

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main road; 34.1 cross bridge; 38.4 turn right up dugway—sharp curve—be cautious; 38.8 top of dugway; 40.8 keep right; 41.7 Fort Duchesne on left—turn left at corner.

41.9—FORT DUCHESNE: Former military post. Pass old drill grounds on left and postoffice on right; 42.2 cross Duchesne River bridge and follow main road; 43.0 turn left, passing small store on right; 43.5 turn right; 44.4 turn right.

44.7—MOFFAT: Small settlement here. 45.3 sand; 46.5 cross open ditch; 48.3 sand; 52.3 dugway; 55.3 cross bridge; 61.3 danger sign; 63.3 turn right and follow main road to

67.3—VERNAL: Hotels and garages.

VERNAL, UTAH, TO DUCHESNE, UTAH.

67.3 Miles.

0.0—VERNAL: With Uintah State Bank on corner on right, go straight west on main street, passing Leslie Ashton Hardware and Ideal Garage on right; 0.5 turn left; 1.0 turn right—this road is marked with Pikes Peak Ocean to Ocean road signs; 4.0 turn left with poles; 5.4 grade; 5.7 danger sign; 12.0 cross bridge; 15.0 dugway; 19.0 sand; 20.8 cross ditch; 22.0 sand;

22.6—MOFFAT: Small settlement. 22.9 turn left; 23.8 follow poles; 24.3 store on left—turn right; 25.1 cross Duchesne River.

25.4—FORT DUCHESNE: Formerly government military post. Pass postoffice on left—old drill grounds on right—pass drill grounds on right; 25.6 turn right; 26.0 forks—keep left; 27.2 ranch; 28.6 road curves around dugway—go slow; 28.9 ranch; 29.4 grade—cross ditch; 33.2 cross bridge; 33.3 turn left.

33.4—ROOSEVELT: Gas at Ashton Hardware and Roosevelt Garage. Pass Ashton Hardware on left, go to end of block and turn right, passing Bracken Mercantile on right—turn left, past Roosevelt Garage on right; 33.9 turn right with poles; 34.9 cross bridge; 35.4 leave poles; 38.1 turn left; 39.7 turn left; 40.0 turn right; 41.1 turn left; 41.5 dugway; 42.3 dugway; 43.4 dangerous dugway—go slow; 44.8 cross Duchesne River bridge;

44.5—MYTON: With Calvert & Waugh store on left, go straight ahead, pass bank on right; 46.2 cross canal, follow poles; 47.1 turn left; 48.0 cross canal; 48.2 keep right—road to left goes to Price via Price Canyon; 52.0 sharp curve to right over bridge; 54.2 keep right; 54.4 turn left; 54.6 cross canal, turn right; 54.8 keep left; 56.6 canal on right; 57.3 cross canal; 58.0 cross canal; 58.6 dugway; 58.9 cross canal; 59.0 cross canal; 59.5 dugway; 59.9 grade; 60.0 dugway; 60.1 dugway and sharp curve; 60.5 sharp curve; 60.9 cross bridge; 61.0 grade; 62.0 dugway and

grade; 65.0 grade; 65.6 curves—slow; 66.1 grade; 66.2 turn right; 66.4 turn left—Strawberry River on right; 66.6 cross Strawberry River bridge; 66.9 turn right and follow poles to Arlington Hotel.

67.3—**DUCHESNE:** Main Street corner.

PROVO, UTAH, TO DUCHESNE, UTAH, VIA STRAWBERRY DAM.

100.6 Miles.

0.0—**PROVO:** With Postoffice on left and Tabernacle on right, go south on Academy Avenue past Roberts Hotel on right to 0.2 (lumber yard on corner); turn left and at 0.9 turn right into main traveled road and follow main road with poles to

6.0—**SPRINGVILLE:** Keep straight through town; 6.5 cross railroad and follow poles to 9.6, forks—make sharp turn to left (road straight ahead goes to Spanish Fork and is about two miles longer, but an equally good road) and follow main road, cross railroad with Mapleton station on right and turn right into first main traveled road and follow to 13.7; cross bridge over railroad and follow fine road up Spanish Fork Canyon (canal along foothills on right is main canal for the Strawberry U. S. Reclamation project) to

18.6—**CASTILLA SPRINGS.**

20.1—**DIAMOND SWITCH:** (Note: If your speedometer shows different reading here, on account of having followed any other than the road logged to Diamond Switch, set speedometer at 20.1). Turn left, passing buildings on right—road straight up canyon goes to Thistle, Colton, Price, and is the Utah link of the Midland Trail to Colorado—left road is the Ocean to Ocean Highway and is one of the best roads in the west, considering scattered population; 20.2 cross Spanish Fork River; 21.4 pass stone house; 25.8 cross bridge; 26.8 cross bridge; 30.5 pleasant shade—the road from here to 35.6 is rather heavy grade; 35.6 down grade; 42.2 east end of Reclamation tunnel—a few houses on right—the tunnel entrance is about 200 yards to right and is worth a stop to visit; 41.0 keep left; 42.3 keep left—this is a fairly heavy up grade; 47.5 keep right;

48.4—**TOP OF THE WASATCH:** One of the finest views in the west. The highest mountain peaks to the south and west are Mt. Timpanogas and Mt. Nebo, each 12,000 feet high—the Strawberry Reservoir is seen ahead in the distance. Follow main road along dugway; 50.3 keep right; 50.7 cross bridge—poles on left—follow main road to

53.5—**STRAWBERRY DAM:** Elevation 7572 feet. This is one of the largest projects of the U. S. Government and carries the water of Strawberry River through the mountains just crossed and empties it into the Spanish Fork River 30 miles below. Cross dam and follow main traveled road—the next five miles are across the divide, and this is the poorest piece of road traveled between Provo and Duchesne; 53.7 down grade; 54.0 cross Strawberry River—fine water; 54.4 rough; 55.0 steep; 57.7 top of divide; 58.7 turn right along fence (road to left comes in from Heber) to

58.9—**ROCKHILLS RANCH:** Gasoline. First-class home-cooked meals served here. Keep straight ahead on main road; 59.6 top of divide—the next six miles are down grade through canyon; 63.0 pass cabin on left—keep right; 66.7 High Center; 67.2 keep right; 67.4 grade and dugway; 67.9 dugway and grade above creek; 68.2 down grade; 68.4 ranch; 68.8 keep right; 69.1 sharp grades; 69.7 ranch;

71.4—**MAHONEY'S RANCH:** 71.2 turn left across bridge over White Currant Creek and continue up grade and dugway; 72.3 keep right; 72.5 wash; 72.6 keep right; 73.2 up grade; 74.2 down grade; 75.2 down steep dugway—go slow;

75.4—**MURDOCK'S RANCH:** Pass ranch on left (good water here); cross Red Creek; 75.8 up bad dugway; 75.9 keep right; 76.0 wash; 76.1 up grade; 76.9 wash; 77.2 narrow dugway above creek bed; 77.7 up rocky

dugway—keep right; 78.0 high centers; 78.8 cross wash; 79.2 small shack on left; 81.3 rocky grade; 83.0 cross wash; 84.8 up canyon; 85.2 high centers—be very careful; 86.0 top of divide; 90.4 level stretch; 92.5 down canyon; 93.5 very bad high centers; 94.4 Strawberry River; 94.6 bad mudhole caused by spring from hillside—if muddy examine well before crossing; 94.9 dugway above Strawberry River; 95.6 pass red school house; 95.9 cross river; 96.6 rocks; 97.9 rocky grade; 98.7 cross river and follow main road to

100.6—DUCHESNE.

DUCHESNE, UTAH, TO PROVO, UTAH, VIA STRAWBERRY DAM.

100.6 Miles.

0.0—DUCHESNE: With Odekirk's store on left, go straight ahead on main street (0.2 do not turn left with road signs—this road goes to Colton and is not recommended); 0.3 turn to right one block; 0.4 turn left and follow main traveled road; 0.7 up grade and dugway; 1.9 cross Strawberry River; 2.7 rocky grade; 4.0 rocks; 4.7 cross river; 4.9 keep left; 5.0 pass red school house; 5.2 rough road; 5.4 narrow dugway; 5.7 narrow dugway above river; 6.0 dugway—bad mudholes caused by spring from hillside; 6.2 turn right—leave Strawberry River and take up grade through canyon; 7.1 be very careful—dangerous high centers; 8.1 end of canyon; 8.2 grade; 8.8 keep right; 10.2 on divide; 11.5 keep right; 14.6 keep right—top of divide; 15.4 dangerous high centers; 15.8 down canyon; 17.0 wash; 17.8 keep left; 19.3 rocky grade; 20.5 keep left; 21.4 small shack on right; 21.9 cross wash; 22.2 keep left; 22.6 high center; 22.9 down grade—rocky dugway; 23.4 narrow dugway above creek bed; 23.7 cross wash; 24.5 down grade; 24.6 wash; 24.8 dangerous dugway down Red Creek; 25.1 cross creek;

25.2—MURDOCK'S RANCH: Fine water here; 25.2 up steep dugway—pass ranch house on right; 25.4 top of dugway; 26.4 up grade; 27.0 keep left; 27.4 down grade; 28.1 wash; 28.7 down grade and dugway to White Currant Creek; 29.0 cross creek and keep left and then turn to right, going up grade to

29.2—MAHONEY'S RANCH: 30.0 keep left; 30.9 ranch; 31.5 sharp grades; 32.2 ranch; 32.4 up grade; 32.7 dugway and grade above creek; 33.1 top of dugway; 33.2 down dugway; 33.5 up canyon; 33.9 bad high center; this road continues up canyon—pass cabin at 37.6 and the next three miles are heavy grade to 41.0, top of divide; keep main road to

41.7—ROCKHILL RANCH. Gasoline and first-class home-cooked meals may be had here. The road forks here for Heber and the Strawberry Dam and Provo; 41.9 turn left at fence corner (road straight ahead goes to Heber via Daniels Pass); follow main road across divide; 42.9 top of grade; 45.6 steep grade; 46.2 grade and rough; 46.6 fine water; 46.9 grade;

47.1—STRAWBERRY DAM: This is one of the largest reclamation projects of the U. S. Government and carries the water of the Strawberry River through a tunnel of the Wasatch to the Spanish Fork River on the other side of the range; elevation 7572 feet at dam; pass reservoir on right and follow poles on right; 49.7 keep right; 49.9 cross bridge, turn right; 51.0 to 52.2 dugway.

52.2—TOP OF THE WASATCH: This is one of the finest views in the west—Mt. Timpanogos, Mt. Nebo and other high mountain peaks are seen in the distance; 57.6 keep right—houses on left; 58.3 keep right; 58.4 end of tunnel through mountains—tunnel on left; 65.0 top of steep grade—from here down to the railroad is a fine road and down grade; 70.1 pleasant shade; 73.1 keep right; 73.8 cross bridge; 74.8 cross bridge; 79.2 pass stone house; 80.4 cross Spanish Fork River;

80.5—DIAMOND SWITCH: Cross railroad, turn right (road to left goes to Colton and Price); 81.6 cross railroad and follow main road down

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Midway, Wasatch Co., Utah

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canyon; 81.9 Castilla Springs on left—follow main road; 86.9 cross bridge over railroad and follow along track; 87.5 keep straight ahead (road to left between pole lines goes to Spanish Fork); cross railroad, follow main road with railroad on left, and at first crossroads turn left, passing Mapleton station on left and follow to 91.0; turn sharp to right (road straight ahead goes to Spanish Fork); follow poles to 9.41, cross railroad and keep straight ahead into

94.6—SPRINGVILLE: Keep straight ahead, following pole lines; 99.7 turn left; 100.4 turn right—this is Academy Avenue—Roberts Hotel on left.

100.6—PROVO.

PRICE, UTAH, TO PROVO, UTAH.

81.0 Miles.

0.0—PRICE: With First National Bank on right, go west one block, turn left, cross railroad and turn right, following railroad on right; 0.4 cross railroad and follow railroad on left; 6.1 power house on left; 6.3 Kenilworth branch railroad line comes into main line—follow main road; 6.9 pass Helper Garage;

7.0—HELPER: A first-class garage here. 8.0 cross railroad; 8.1 turn left across railroad, and follow railroad to entrance of Price Canyon; 9.7 be cautious—dangerous grade; 18.4 cross railroad and bridge over creek; 22.2 cross railroad; 24.5 forks—keep left; 25.6 cross railroad and keep left.

26.0—COLTON: Hotel and gas. Pass station on left, postoffice on right, turn right with poles; 26.5 cross railroad and bridge; 29.7 cross railroad.

33.8—SOLDIERS SUMMIT: Elevation 7440 feet—highest point on this road in Utah; 37.9 spring west of road—follow main road down canyon, crossing the railroad several times; 38.9 turn right across track, following railroad on left; 40.8 cross railroad; 42.7 turn right across railroad—follow railroad on left.

47.3—MILLFORK: Follow main road, crossing railroad several times to

58.4—THISTLE: Pass depot on right and follow road, with railroad on right, over two hills, following main road to

60.9—DIAMOND SWITCH: Ocean to Ocean Highway comes in here from Duchesne—keep straight down canyon, following railroad.

62.3—CASTILLA SPRINGS: Follow main road down canyon with railroad; 67.3 cross bridge over railroad; 67.9 keep straight ahead—road to left goes to Spanish Fork; cross railroad and turn left at four corners, passing Mapleton station on left—keep straight ahead to 71.4—make sharp turn to right and follow poles to

75.0—SPRINGVILLE: Keep straight through town, following main road and poles to 79.1, turn left; 79.8 turn right into Academy Avenue, pass Roberts Hotel on left and at

81.0—PROVO: Postoffice corner.

PROVO, UTAH, TO PRICE, UTAH.

81.0 Miles.

0.0—PROVO: With postoffice on left and Tabernacle on right, pass Roberts Hotel on right; 0.2 turn left (lumber yard on corner); 0.9 turn right into main road and follow pole line to

6.0—SPRINGVILLE: Keep straight through town; 6.5 cross railroad and follow poles; 9.6 forks—make sharp turn to left—road straight ahead goes to Spanish Fork and is about two miles longer, but equally as good a road; keep straight ahead, crossing railroad with Mapleton station on left, turn right into first main road to right, follow main road, cross railroad again; 13.7 cross bridge over railroad and follow fine road

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up Spanish Fork Canyon (canal along foothills to right is main canal for water of Strawberry Government Reclamation project);

18.6—CASTILLA SPRINGS.

20.1—DIAMOND SWITCH: Keep road straight ahead with railroad—road to left is Ocean to Ocean Highway to Duchesne and Colorado points;

22.6—THISTLE: Pass through town, cross railroad beyond round houses and station, and follow along railroad, crossing it several times, to

33.7—MILL FORK: The road from here for 15 miles is rather steep, following the railroad track, crossing and recrossing many times; 44.5 start to climb steep hill;

47.2—SOLDIER'S SUMMIT: Elevation 7440—highest point on Midland Trail in Utah. Pass store on left and follow main road to

55.0—COLTON: Gas and hotel. Pass depot on right and hotel on left; 55.4 cross railroad; 58.8 cross railroad; 61.2 forks—keep right, down slight grade, then up grade into Price Canyon—this is a dangerous road and slow travel is safest—follow main road; 62.6 cross creek and railroad; 71.3 be cautious—dangerous grade; 72.9 cross railroad, turn to left and follow main road to

74.0—HELPER: Good garage here; 74.2 pass garage, and follow main road, following railroad and main road to 80.8; turn left across track to Main Street.

81.0—PRICE.

PRICE, UTAH, TO GREEN RIVER, UTAH.

69.1 Miles.

0.0—PRICE: With First National Bank on left, go east on Main Street; 0.1 pass Court House on right; 0.4 turn right; 0.7 turn left; 1.0 keep right—railroad on right; 2.6 turn left with poles, leaving railroad to right; 3.5 keep left; 5.6 follow poles; 6.4 keep right;

6.7—WELLINGTON: Turn left, passing Harmon Bros. store on right; 8.6 cross bridge; 8.7 turn right; 8.9 cross bridge; 11.1 grade and curves in road; 11.4 dugway; 13.1 keep right; 19.2 turn right, across railroad—road straight ahead goes to Sunnyside, 9 miles distant; down hill to

20.2—BIG SPRINGS RANCH: Ranch house on left. Fine water here—fill water bag and radiator, next water 20 miles. Pass ranch house on left, and going through gate down narrow road; 20.5 go through gate; 21.2 go through gate; 21.6 cross open ditch; 22.0 wash; 22.2 keep left; 25.9 wash; 29.4 Midland Trail sign—keep right; 29.6 steep wash; 32.1 cross railroad; 32.5 steep climb; 36.0 road sign—keep left; 37.3 ranch on right; 37.7 grade; 38.2 keep right; 38.6 keep left; 39.4 keep right; 40.1 bad ditch; 40.2 through gate; 40.3 ranch on right; 40.4 wash—keep right; 42.1 bad ditch; 42.4 bad crossing; 43.0 through gate, turn left across railroad, pass postoffice on left, turn right, pass pump house on right, keep straight, with railroad on right, to River Bridge, Woodside—store and small settlement here.

43.5—WOODSIDE: Cross Price River bridge; 43.9 keep right; 48.5 cross railroad; 51.3 cross bridge; 56.0 Desert Station on left; 57.0 deep wash; 58.2 wash; 61.6 wash; 64.2 cross railroad; 65.5 wash; 67.8 wash—keep left, railroad on right; 68.1 keep left; 69.0 Main Street, Green River—turn right to Midland Hotel corner.

69.1—GREEN RIVER: **Midland Hotel.**

GREEN RIVER, UTAH, TO PRICE, UTAH.

69.1 Miles.

0.0—GREEN RIVER: **Midland Hotel.** With hotel on left, go two blocks to bank corner and turn left and follow main road; 1.1 keep right; 4.9 cross railroad—follow with railroad on right; 7.5 wash; 10.9 wash;

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12.1 deep wash; 13.1 Desert Station on right; 16.7 keep left; 17.8 cross bridge; 20.6 cross railroad and follow main road to

25.6—WOODSIDE BRIDGE: Fill radiator—next water 20 miles. Cross Price River bridge and pass pump house on left—go straight over to postoffice, pass postoffice on right, cross railroad and turn left through gate at 26.1; 26.7 bad crossing; 27.0 bad ditch; 28.8 ranch on left; 28.9 through gate; 29.0 bad ditch; 30.3 keep right; 33.1 road sign; 37.0 cross railroad; 39.5 steep wash; 39.7 Midland Trail road sign—follow main road straight ahead; 47.9 through gate and follow narrow road to

48.9—BIG SPRINGS RANCH: Fine water here. Take road up hill, pass ranch house on right—at top of hill take road that forks to left, crossing railroad at 49.9—Sunnyside coal camp 9 miles to right—turn left and follow main road to 60.4; turn right.

62.4—WELLINGTON: Harmon Bros. store on corner—turn right and follow main road to

69.1—PRICE.

THOMPSON'S SPRINGS, UTAH, TO GRAND JUNCTION, COLO.

86.6 Miles.

0.0—THOMPSON'S SPRINGS: With depot on left, cross railroad and turn right; 0.1 pass corral on right; 0.5 up grade; 0.8 heavy up grade; 1.0 keep left; 2.3 cross railroad—high center; 3.4 short deep wash; 5.0 forks—keep right; 5.2 defective bridge; 5.5 wash;

7.5—SAGERS STATION: Railroad on right—water here; 8.2 bad ditches; 10.7 cross railroad; 10.8 bad ditches; 11.1 steep wash; 13.2 bad ditches; 13.7 turn right, cross railroad; 15.7 White House station on left; 16.7 rough, steep grade; 16.9 dangerous bridge; 17.2 cross railroad; 17.4 steep grade; 21.8 cross railroad; 22.7 keep right; 23.3 cross bridge;

24.2—CISCO: Water, oil, gas, hotel and stores here—no more supplies or water for 30 miles. Pass stores on right, depot on left and cross railroad, turning left at 24.4; pass ranch at 26.2 (sign on house, James Kelly, Attorney at Law); 26.4 bad wash; 29.9 cross bridge; 30.9 up grade; 31.7 wash—keep right; 32.2 ranch 200 yards to left—proprietor is a good blacksmith—this is the last habitation in 30 miles; 32.4 keep right; 33.5 take old railroad grade; 34.2 bad wash; 34.6 very bad wash; 35.9 bad wash; 36.2 bad wash; 38.3 keep right; 38.8 turn left off grade; 39.2 very rough road; 40.1 deep wash; 40.5 very rough; 40.7 turn right off grade; 41.2 very bad wash; 41.9 dugway; 42.4 keep right; 43.4 culvert out—bad crossing; 45.0 turn left; 45.1 bad wash; 49.1 bad wash; 50.2 bad wash; 51.7 bad wash; 51.9 dangerous culverts in wash; 53-6 Colorado-Utah state line—the road from here east is very good; 58.7 cuts—blow whistle —from this point on the roads are first-class, bridges in good shape; 61.6 Uintah Railroad on left; 64.6 cross bridge; 66.1 cross railroad; 66.5 water tank on right;

66.6—MACK: Pass hotel and depot, turn right, continuing along railroad.

70.0—LOMA: Keep along railroad, crossing all intersections; 74.7 cross bridge, turn right with poles; 75.0 turn left; 75.2 turn right;

75.4—FRUITA: Pass square on right, at main corner turn left past business houses, garage on left; 75.5 turn right, passing high school on right; 76.1 cross railroad, turn left and follow main road to

86.6—GRAND JUNCTION.

GRAND JUNCTION, COLO., TO THOMPSON'S SPRINGS, UTAH.

86.6 Miles.

0.0—GRAND JUNCTION: With Grand Valley National Bank on right, go straight on main street, pass La Court Hotel on left; 0.3 turn right, follow poles; 0.9 cross railroad—Grand River on right—follow along river; 2.3 water tank on right; 2.8 cross bridge and follow main

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CEDAR CITY, UTAH

road to 10.6; turn right, crossing railroad; 10.8 pass high school on left; 11.0 turn left, church on right;

11.2—FRUITA: Main business corner. Pass square on left, turn right, follow to 11.6, interurban station and turn left and follow railroad to

16.6—LOMA: Follow main road to 19.7, turn left across bridge and turn right at store.

20.0—MACK: Go west past section house, follow road with Uintah Railroad on right; 22.0 cross wash, follow main road with railroad on right; 24.6 turn left and cross bridge, and follow main road to 26.4—road runs onto old railroad grade—follow on main road to 33.0, Utah-Colorado state line. The road from here for a distance of about 30 miles to Cisco is cut with very bad washes and is one of the worst pieces of road in the west—the frequency of the washes may be had by reading log Thompson's Springs to Grand Junction. An accurate log of this road is an impossibility, as storms add new washes which may make a detour of a mile or more necessary to get around. Tourists need have no fear, however, of getting 'tied up" on the desert, unless stormy weather is encountered. All the washes may be made with careful driving, and care should be taken in crossing any wash where water is flowing.

62.4—CISCO: Gas and hotel. With stores on left, pass depot on right, following main road; 63.1 keep left; 63.3 cross bridge; 64.8 cross railroad; 69.2 down steep grade; 69.4 cross railroad; 69.7 bad bridge; 70.9 White Station on right; 79.2 turn left, cross railroad; 79.7 bad ditches; 75.5 steep wash; 75.8 bad ditches; 75.9 cross railroad; 78.4 bad ditches;

79.1—SAGERS STATION: Water here. Railroad on right; 81.4 defective bridge; 83.2 short deep wash; 84.3 cross railroad—high center—keep main road to

86.6—THOMPSON'S SPRINGS: Gas and hotel.

GREEN RIVER, UTAH, TO THOMPSON'S SPRINGS, UTAH.

33.0 Miles.

0.0—GREEN RIVER: With Midland Hotel on right, go straight on main street one block and turn left; 0.1 turn right; 0.2 turn left; 0.7 turn left—railroad on right; 1.0 Green River bridge; 1.2 end of bridge; 1.4 turn right at Elgin Mercantile Co. store—Elgin Garage on right.

1.4—ELGIN: Keep road to left—don't cross railroad; 3.5 wash; 5.6 turn right across railroad (railroad mile post on left, Denver 550 miles); turn left on main road; 9.1 bad ditch; 9.4 sharp grades; 12.7 bridge; 13.6 keep left; 13.7 bad wash; 14.3 bad wash; 14.5 keep left; 14.7 bridge; 14.8 keep right, sand—cross railroad siding—section house one-half mile to left; 16.3 cross bridge; 18.8 grade; 19.9 wash; 23.7 Valley City ranch house, turn left (road to right goes to Moab); 24.9 keep left; 26.7 sand—keep on new grade to

33.0—THOMPSON'S SPRINGS.

THOMPSON'S SPRINGS, UTAH, TO GREEN RIVER, UTAH.

33.0 Miles.

0.0—THOMPSON'S SPRINGS: With depot on right, pass Turner Mercantile on left, and follow to 0.5, keep left and follow grade to 9.3, Valley City ranch house on left—turn right (road to left goes to Moab, 23.7 miles); 12.1 wash; 14.2 grade; 16.7 cross bridge; 17.5 keep left; 17.9 cross railroad siding—sandy—several bad washes are crossed in the next five miles; 23.6 sharp grades; 23.9 bad ditch; 27.6 turn right across railroad (mile post on right on track, Denver 550 miles); 29.5 wash;

31.6—ELGIN: Elgin Garage on left, turn left at Elgin Mercantile Co. corner, cross bridge of Green River and follow main road to

33.0—GREEN RIVER: Midland Hotel.

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Batteries recharged. Only recharging station on road South of Provo

Night service a specialty. Tires and accessories

MOAB, UTAH, TO GREEN RIVER, UTAH.

50.9 Miles.

0.0—MOAB: White House Lunch Room on right, go one block, turn left; 0.3 turn right; 0.8 turn left and follow main road to 2.7, cross bridge over Grand River; follow main road to left across small bridge; 4.2 enter canyon, up grade; 16.0 Court House ranch house on left—water here; 16.3 sandy wash; 27.0 keep left; 27.2 Valley City ranch house (road to right goes to Thompson's Spirngs and east to Colorado) turn left for Green River—follow main road; 31.0 wash; 32.1 grade; 34.6 bridge; 35.4 keep left; 35.8 cross railroad siding—sandy—several bad washes are crossed in the next 5 miles; 41.5 sharp grades; 41.8 bad ditch; 45.5 cross railroad (railroad sign, 550 miles to Denver, on right); 47.4 wash;

49.5—ELGIN: Elgin Garage on left; 49.7 cross bridge over Green River, and follow main road to

50.9—GREEN RIVER: Midland Hotel.

GREEN RIVER, UTAH, TO MOAB, UTAH.

50.9 Miles.

0.0—GREEN RIVER: With Midland Hotel on right, go straight on main street one block and turn left; 0.1 turn right; 0.2 turn left; 0.4 turn right; 0.7 turn left—railroad on right; 1.0 Green River bridge; 1.2 end of bridge; 1.4 turn right at Elgin Mercantile Co. store—Elgin Garage on right.

1.4—ELGIN: Keep road to left—don't cross railroad; 5.6 cross railroad (railroad post on left, 550 miles to Denver); turn left on main road; 9.1 bad ditch; 9.4 sharp grades; 12.7 bridge; 13.6 keep left; 13.7 bad wash; 14.3 bad wash; 14.5 keep left; 14.7 bridge; 14.8 keep right—sand; cross railroad siding—section house one-half mile to left; 16.3 cross bridge; 18.8 grade; 19.9 wash; 23.7 Valley City ranch house—turn right with pole line for Moab (road to left is Midland Trail to Colorado); 24.0 turn left over bridge; 33.3 wash; 33.8 keep left; 34.6 sandy wash; 34.9 Court House ranch on right; 35.5 keep right; 39.5 wash; 47.5 cross bridge; 48.0 cross large bridge over Grand River.

50.9—MOAB: White House Lunch Room.

GRAND JUNCTION, COLO., TO RIFLE, COLO.

75.6 Miles.

0.0—GRAND JUNCTION: With Grand Valley National Bank on left, go east on main street two blocks to Seventh, end of concrete paving, and turn left, pass church on right; 0.7 turn right—grocery on left; 1.3 cross track; 4.3 turn left with pole line; 5.3 turn right with pole line; 7.9 Clifton 1 mile to right; 8.7 cross railroad—forks—keep right, leaving main pole line and follow small pole line; 9.3 turn left; 9.5 cross railroad; 9.9 cross bridge; 10.3 turn right; 10.5 cross bridge; 13.0 cross railroad and follow poles; 14.2 turn left;

14.5—PALISADE: Go straight on main street 1 block; 14.6 turn right—water tank on right; 14.7 turn left; 14.9 turn right with pole line —Grand River on right; 15.8 turn right across railroad—follow poles; 16.5 cross bridge over Grand River; 16.7 turn left; 16.9 under flume; 17.0 up grade—follow poles; 17.3 keep left—leave poles; 17.6 dugway above river; 18.2 cross canal; 18.4 follow poles; 18.7 Cameo coal camp on left; 18.8 under trestle; 19.0 keep right across bridge; 20.4 narrow road above high embankment; 22.3 leave Grand River; 22.5 cross bridge over Plateau Creek—follow narrow road above creek—sound whistle; 23.4 ranch on right—dangerous curves in road—sound whistle; 25.3 dangerous grade; 25.9 dangerous grade and curves; 26.6 dangerous curves—sound whistle; 28.2 ranch on right; 29.2 cross bridge; 29.3 ranch on right; 31.0 ranch on right; 31.8 sand; 31.9 ranch on right; 34.2 road sign—keep left for Rifle—poles on right; 34.5 grade; 40.2 dangerous dugway; 41.4 pass

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Spring and machine work of all kinds. Tire repairing a specialty. Prompt service.

ranches—follow poles; 44.7 cross Grand River; follow main road to

45.1—DE BEQUE: Go straight ahead to 45.2, turn right, passing school house on left; 45.6 turn right and follow road up grade over hill and follow poles; 49.6 sign—Garfield and Mesa counties line—follow poles; 49.9 grade; 52.4 dangerous dugway—sharp curves; 53.5 railroad on right;

53.7—UNA: Follow straight ahead with railroad on right; 58.0 cross ditch;

58.9—GRAND VALLEY: Turn right around bank and follow pole line straight east; 59.3 forks—keep right; follow straight east with railroad on right; 68.5 long even up grade—follow poles and main traveled road to

75.6—RIFLE: Graham's Garage and Winchester Hotel.

RIFLE, COLO., TO GRAND JUNCTION, COLO.

75.6 Miles.

0.0—RIFLE: **Winchester Hotel and Graham's Garage.** With Winchester Hotel on right, go to end of block and turn left, pass bank on right, cross Rifle Creek bridge, follow road to right, railroad some distance on left, and follow main road and pole line to

16.7—GRAND VALLEY: Turn right around bank, turn right around depot, going west with railroad on left—follow with railroad on left to 21.9, Una on left; road here rather rough; follow main road; 23.1 keep right; 24.0 dangerous dugway and curves—sound whistle; 25.7 grade—follow poles and main road; 25.4 Garfield and Mesa counties line—follow poles; 30.0 fine view—De Beque below—down grade; at foot of hill, pass school house on right—go two blocks, turn left to

30.5—DE BEQUE: Cross railroad and turn to left around station, down small hill; 30.9 turn right across Grand River bridge; 34.2 pass ranch—follow poles; 35.4 dangerous dugway; 41.1 grade; 43.2 road signs; 43.7 ranch on left; 43.8 sand; 44.6 ranch on left; 46.4 cross bridge; 47.4 ranch on left; 47.4 sharp curves; 50.3 dangerous grade; 52.2 ranch on left—whistle—dangerous curves; 53.1 cross bridge over Plateau Creek; 53.3 Grand River in sight; 55.2 narrow road above high embankment; 56.6 cross bridge; 56.8 under trestle; 56.9 Cameo on right—don't cross bridge—keep road straight ahead, follow poles; 57.4 cross canal; 58.0 dugway above river; 58.3 follow poles; 58.4 under trestle; 58.4 cross Grand River bridge; 59.8 cross railroad—Grand River on left—follow poles; 60.7 turn left; 60.9 turn right—water tank on left; 61.0 turn left to

61.1—PALISADE: Keep straight ahead, with drug store on left, to 61.4 turn right—follow poles; 62.6 cross railroad; 65.1 cross bridge; 65.3 turn left; 65.4 cross bridge; 65.7 cross bridge; 66.1 cross railroad; 61.3 keep right with small pole line; 69.9 cross railroad and follow main pole line to 74.8—turn left, passing grocery on right, keep straight ahead to Main Street and turn right to

75.6—GRAND JUNCTION.

MEEKER, COLO., TO RIFLE, COLO.

43.4 Miles.

0.0—MEEKER: Meeker Garage. White River Garage. Meeker Hotel. With hotel on left, go straight ahead on main street, passing Hugus & Co. bank and store on left, passing garages, follow main road to 3.2—road sign here, turn left for Rifle; 3.5 cross bridge and follow main road; 3.8 keep left; follow main road to 16.3 keep left; 19.0 ranch and telephone; 23.9 pass small store; 24.3 ranch and phone; 24.6 top of divide; 27.0 small bridge—good water here; 29.1 dugway; 30.2 ranch; 40.2 road sign; 41.2 keep right; 42.0 keep right; 43.0 cross bridge and follow main road to

43.4—RIFLE: Winchester Hotel and Graham's Garage.

White House Lunch Room

TOM EARLE, Prop. MOAB, UTAH

A first-class short-order House

When in Moab eat at the White House.

THE GRAND HOTEL

Only first-class hotel in Moab

New and neatly furnished rooms.

Run in Connection with the White House Restaurant

Spanish Fork

GARAGE

Spanish Fork, Utah

All kinds of repairs, extras, vulcanizing and accessories

Batteries recharged. Service car. Phone 48

WE GUARANTEE ALL OUR WORK

Helper Auto Co.

BOGARRT & CONNOR, Props. HELPER, UTAH

On Midland Trail. Equipped for all kinds of machine work. Accessories, oils, gas, tires, etc. Immediate service to auto tourists and commercial cars.

Schuler's Garage

DAVE SCHULER, Prop. PAYSON, UTAH

Auto Livery, general repairing and supplies. Free air.

Half block to right from bank corner.

RIFLE, COLO., TO MEEKER, COLO.

43.4 Miles.

0.0—RIFLE: Winchester Hotel and Graham's Garage. With Winchester Hotel on right, go straight north, crossing main business street—drug stores on right and bank on left; 0.4 cross bridge; 1.1 keep right, with pole line; 3.0 turn right; 3.2 keep right—road sign here—follow main road; 7.0 grade; 11.6 ranch; 13.2 ranch; 14.3 dugway; 14.9 keep right; 16.4 small bridge—good water; 18.8 top of divide; 19.1 ranch—public telephone; 19.5 pass small store—keep right; 23.3 keep right; 23.6 keep left; 24.4 ranch and telephone; 39.7 ranch—river on left; 39.9 cross bridge; 40.2 road signs here—turn right to

43.4—MEEKER: White River and Meeker Garages, Meeker Hotel.

SALT LAKE CITY TO EVANSTON, VIA LINCOLN HIGHWAY

0.0—SALT LAKE CITY: Walker's Bank corner, Second South and Main. Go east on Second South to Ninth East and turn right—street car line turns at this point. Continue straight south to 4.1, end of pavement, street car line continues straight south. Turn left with asphalt pavement and go straight east up hill past fire station on left, school house on left and State Penitentiary on right at 4.8; at 5.2 (windmill here), turn to right; 5.3 keep to right and follow poles;

8.0—ENTER PARLEY'S CANYON: Reservoir on right; keep sharp lookout; narrow and winding road, but good; follow road up canyon, keeping sharp lookout for cars at railroad crossings; 12.2 Dale station; 14 forks, keep to right past Mountain Dell clubhouse at 14.2 (left fork here goes to East canyon and is well traveled road); 16.3 Roach's, or halfway house; meals here; 17.3 under trestle; 18.3 ranch; 18.8 ranch; 19.1 under trestle; last water before reaching summit here.

19.5—SUMMIT PARLEY'S CANYON: Good going now on top of old railroad grade; 20.3 cross railroad and again at 22.3; just before reaching 22.3 Gorgoza road comes in from left at this point; 23.8 Dahl Bros. ranch.

24.5—PARK CITY FORKS: Keep to left (right goes to Park City); 25 cross railroad (road from Park City comes in from right here); 25.2 Stoven's ranch; 26.2 Kimball's ranch; keep straight ahead, bearing to left, pick up and follow power line poles. (At Kimball's ranch corner fork to right goes to Park City, and at 26.3 another fork to right goes to Peoa.) 28.1 turn left, leaving power plant poles, into main highway from Park City (28.7 road comes in from right from Peoa); 29.1 Pace's ranch; enter Silver Creek Canyon, crossing railroad at 29.4 and 30.2; 35.3 ranch.

35.9—WANSHIP: Hotel, gas and general stores here; keep straight ahead, and at 36.2 turn right, crossing railroad and Weber River at 36.4; at 36.7 turn left into main traveled road, going north now.

40.8—HOYTSVILLE: School house on right; store at 41.3, on right; 42.7 cross railroad.

43.9—COALVILLE: Court house, gas, oil, garages, general stores and hotel here. Keep straight ahead for Evanston, crossing creek at 44.2; 46.2 forks, keep left, crossing railroad (right main traveled road goes to coal mine).

48.7—MAIN FORKS: Left here goes to Ogden and Echo, Echo station being quarter mile ahead on this road; road from Ogden to Evanston comes in at this point; stone house on left here; keep to right up under railroad trestle for Evanston; 48.9 cross railroad; 49.4 forks, keep left (right goes to roller mills); cross railroad at 50.9 and 53.1; 58.0 Emory station; cross railroad at 58.1 and 58.7.

64.5—CASTLE ROCK: 64.7 cross railroad; 65.7 bad approaches to bridge; 66.1 ranch and postoffice; 72.3 cross railroad.

72.6—WASATCH: 72.7 forks, keep right on main road; 75.2 forks, keep right on main road, following poles; 77.5 Wyuta station; and at 78.0,

Midland Hotel

T. L. McCARTY and J. F. ROTH, Mgrs.

Green River, Utah.

An all-night stop on the Midland Trail.

Rooms $1.00 and up. Plain and Dutch lunches

First-clas bar in connection.

Elgin Garage

L. H. GREEN, Pro ELGIN, UTAH

On the Midland Trail, on the east side of the Green River, at the Green River bridge. Last garage in Utah going east over the Midland trail, and the first garage coming west. Supplies, oils, gas, tires and general repairs.

Phone 13

ELGIN MERCHANILE COMPANY NEXT DOOR TO

Elgin Garage. Complete supplies for tourists.

Utah-Wyoming State line; 80.2 cross railroad; and at 82.0 turn left, going down hill, straight ahead to

82.4—EVANSTON: Main street; gas, oil, garage, hotel and general stores.

SALT LAKE CITY TO ELY, NEV.

A Link of Three Transcontinental Routes—Lincoln Highway, Overland Trail, Midland Trail—Logged by G. S. Hoag, Ely, Nev.

Completely Signboarded. Easy Two-Day Run.

0.0—SALT LAKE CITY: Hotel Utah. Go one block to State Street and go straight south on State Street; 4.6 with tabernacle on left turn right onto 14th South; 5.0 and 5. 4 cross railroad; 6.6 bridge over Jordan River; 6.9 "S" turn; right then left; 7.3 turn left with telephone line; 7.5 turn right with telephone line; 7.6 cross railroad; 9.0 Granger Assembly hall on left; 10.0 59th District School on right; 12.5 church and school on left; 15.2 turn right with telephone line; 16.2 turn left with telephone line.

16.7—PLEASANT GREEN meeting house on right; 17.3 Magna school on right—Bear River; 18.0 turn left and go under railroad track (power house on right); Magna Mill and Arthur Mill on left; 19.2 cross railroad; 19.6 cross railroad; around point of bluffs.

20.8—GARFIELD POSTOFFICE on left; water; 24.1 under railroad —run slowly; 25.4 cross railroad; 27.8 turn right with telephone line; 28.3 turn left with telephone line; 28.7 cross bridge; 30.4 forks—turn right with telephone line (direct road is to Tooele); 40.9 opera house on right, school on left; turn right onto Center Street, go one block and turn left onto Clark Street.

41.1—GRANTSVILLE: Postoffice on left; straight ahead; water, gas and oil; 41.6 turn right and follow state road; 43.6 ranch on right; water; 51.0 around end of Stansbury Range; water; 55.0 cross railroad spur tracks; 55.7 keep left (right fork to Timpie); 63.2 keep right; water; 70.9 Iosepa (Kanaka Ranch) Hawaiian village. General store, water, gas. Telephone to Salt Lake; 74.5 Livestock ranch; 75.3 keep right; 77.3 cross bridge; 78.0 Brown's ranch; water; bear right at end of fence.

87.7—ORR'S RANCH: Water, gas, meals, lodgings. Turn right and follow fence; 88.0 turn left at end of fence; 89.4 left fork; 92.4 right fork; 93.4 right fork (left to Simpson's Springs): 95.5 right fork (left to Simpson's Springs); 96.1 around end of Cedar Mountain; 105.0 county well on left—good water; 106.6 left fork (right to Granite Mountain); 115.7 right fork; 127.1 north end of Dugway Range (Note—From this point to Fish Springs, in case of accident build sagebrush fire and make smoke. Mr. Thomas at Fish Springs will come out with team); 129.8 right fork (left to Dugway Pass); 133.0 Salt Springs on right (radiator water only); 140.1 right fork across flat—if at all wet, use chains, and keep in the beaten track: 142.0 and 142.3 cross bridges—water.

146.7—FISH SPRINGS RANCH: Meals, lodgings, gas, oil; 147.5 keep right along low road; 149.5 Sulphur Lake on right; 150.7 Hot Springs on right—water; 151.8 around end of Fish Springs Range: 154.0 keep right; 154.7 keep right (well on left); 158.0 keep right (left to Trout Creek); 159.1 Ruins of Boyd's station on right. In dry weather take all right-hand forks. In wet weather take left-hand forks.

169.0—KEARNEY'S RANCH: Gasoline, blacksmith shop, meals and lodging.

170.2—CALLAO: Tripp's Hotel, gasoline, oils, meals and lodging; 170.2 turn right around corner of fence; 174.6 run-around road, either will do; 174.9 take right fork; 175.2 take left fork; 185.6 forks—keep to left (right fork here goes to Gold Hill); 188.9 summit; 191.7 forks—keep to left; 194.7 take road to right leading to

Midland Garage

CASTLE DALE, UTAH C. T. BOWEN, Owner
Agents for Studebaker Cars. Erected 1914. Complete in all departments. Gas, oils, repairing of all kinds. Special service to touring parties. Tires, accessories. Write for road information.

195.1—IBAPAH OR DEEP CREEK: Sheridan's Hotel, garage, general store, gas and oil.

IBAPAH TO ELY.
96.2 Miles.

0.0—IBAPAH: Go straight south and at 0.1 end of fence turn left; 1.5 brick school house on right; 2.3 turn right into lane, watch carefully for this lane; 2.8 turn left; 5.6 Weaver's ranch; 6.3 Utah-Nevada State line; 6.5 keep right; 6.9 ranch on left; 9.0 Eight-mile ranch; 9.4 keep right; 9.5 keep right; 11.8 keep left; 12.0 cross bridge; 13.3 take left fork; 15.7 take right fork; 16.2 take right fork.

25.5—TIPPET'S RANCH: Gasoline; 25.7 take right fork; 27.4 take left fork; 36.3 summit of divide; 36.5 left fork; 37.0 take right fork; 39.0 take right fork (left goes to Muncy); 40.9 Bednark's ranch; 43.5 Stone Cabin ranch.

46.9—ANDERSON'S RANCH: Meals, lodgings, gasoline; take water here; keep to left; 52.4 summit of Schellbourne pass; use low gear compression going down for short distance and at

54.4—BURKE'S RANCH: Meals and lodgings. Immediately after passing house turn left into lane; 56.4 take right fork; 65.1 through Magnuson's ranch; 78.5 cross bridge and keep to left; 81.1 keep to right.

83.1—M'GILL: Postoffice; 83.6 cross bridge and take right fork, keeping near telephone line; 84.3 turn left onto auto road; 94.0 cross railroad and turn onto Avenue C, East Ely; 94.3 turn left up Eleventh Street, East Ely; 94.4 Steptoe Hotel, A. A. A. on left; 94.5 turn right onto Avenue F; 95.3 cross railroad; 95.7 turn left, go one block and turn right onto Aultman Street; 96.1 Northern Hotel, A. A. A.

96.2—ELY: Ely Garage, A. A. A., all kinds of repairs and supplies. See Gale S. Hoag here for instructions.

MANTI TO MARYSVALE.
75.2 Miles.

0.0—MANTI: Funk's Garage and Savoy Hotel. With Savoy Hotel on right go straight ahead, passing Manti City Bank on left and follow main road with poles.

6.0—STERLING: 6.7 forks—keep road to right for Gunnison—road to left goes to Mayfield; follow main traveled road to

14.4—GUNNISON: Edwards Hotel and Gunnison Motor Co. Garage. Pass garage and hotel on left and follow main road with poles to

16.4—CENTERFIELD: Follow poles to

21.1—AXTELL: Turn right; 25.3 turn left;

25.3—REDMOND: Follow poles; 27.7 cross railroad;

28.6—SALINA: First-class garages and White House Hotel. With White House Hotel on right, turn right, passing depot on left and crossing railroad at 29.0; pass Sevier Valley Mercantile on left and follow road to 30.1, cross river; 30.6 turn left; 33.8 turn left, passing chapel and school house on right.

33.8—AURORA: Keep main road; 31.5 turn right; 38.3 cross railroad;

40.0—SIGURD: Gas at Peter Dastrup's store. If going to Fish Lake be sure and fill with gas. Turn right with poles for Richfield; 40.4 turn left; 42.9 crossroads (turn left for Venice) keep straight ahead for Richfield; 43.9 turn right; 44.5 cross railroad; 47.6 turn right; 48.4 turn left around Court House Square;

48.5—RICHFIELD: Commercial Bank corner. Tom Brown's Garage one-half block east of bank—leading garage of Southern Utah; keep straight south on Main Street; pass Johnston's Hotel on left and follow double pole line to 50.4 turn to left—road straight ahead goes to Elsinore; 52.0 cross railroad; 53.4 turn right, passing school house on right; 53.7 turn left with poles; 55.5 turn left (road ahead goes to Elsinore); pass sugar factory on right.

56.1—AUSTIN: Follow poles;

59.0—MONROE: Gas at Monroe Drug. Follow pole line straight through town; 56.9 keep road to right and follow poles; 60.8 keep to right; caution for sharp curves in crossing mountain; 74.6 cross river; 74.7 turn right—pass depot on right and

75.2—MARYSVALE: Gas at Cameron Mercantile. Pines Hotel.

MARYSVALE TO MANTI.

75.2 Miles.

0.0—MARYSVALE: Go straight down Main Street, passing Cameron Mercantile on left; at foot of street turn right to depot, crossing railroad with depot on left; 0.6 cross Sevier River and turn left with main road—follow main road across mountains and use caution on sharp curves and dugways; 13.0 keep right.

16.2—MONROE: Gas at Monroe Drug. Keep straight through town on main street.

19.1—AUSTIN: 19.7 pass sugar factory on left and turn right at end of factory grounds; follow main road to 21.5 turn left, passing school house on left.

21.6—CENTRAL: Follow main road to 23.2 cross railroad; 24.8 turn right and follow main road to

26.7—RICHFIELD: Commercial Bank corner. Tom Brown's Garage one-quarters block east. This is the leading garage of Southern Utah. With bank on right, go north past Court House; 26.8 turn right, passing Court House on right; 27.6 turn left, railroad on right; 30.7 cross railroad; 31.3 turn left; 34.8 turn right;

35.2—SIGURD: Gas at Peter Dastrup's store. Turn left, passing Dastrup's store on right for Salina (road to right goes to Fish Lake); 36.9 forks—keep left; 40.1 turn left;

41.4—AURORA: Pass public square on left and turn at corner to right; 44.6 turn right; 45.1 cross river; 46.2 cross railroad, depot on right;

46.6—SALINA: First-class garages here. White House Hotel. With hotel on corner turn left, pass hotel on right and follow poles; 47.5 cross railroad;

49.9—REDMOND: Turn right, follow poles.

54.1—AXTELL: Turn left, railroad on right; follow main road to

58.8—CENTERFIELD: Follow poles to

60.8—GUNNISON: Gunnison Motor Co. Garage and Edwards Hotel. With garage on right go to first corner and turn right and follow main road to

69.2—STERLING: Follow main road to

75.2—MANTI: Funk's Garage and Savoy Hotel.

Forrest Hotel

"The Traveling Man's Home"

E. R. FORREST, Prop. NEPHI, UTAH

Headquarters for commercial men and pleasure parties. From Nephi the climb to Mt. Nebo, 12,000, can be made in one day from Nephi. This is one of the finest mountain climbing trips in the west and affords a magnificent view for more than two hundred miles. Inquire at desk for horses or auto service.

Nephi Garage

G. R. JUDD, Manager

Just South of Court House, Nephi, Utah

GARAGE AND GENERAL REPAIRS

ACCESSORIES, TIRES, INNER TUBES, ETC.

Competent Workmen and Prompt Service

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Phone 195 **Night 33-R**

If in trouble phone for our Car.

HEBER GARAGE

HEBER CITY, UTAH

HEBER'S NEW GARAGE

Just above Heber Bank on same side of street

Gas, oils and accessories. Repairing of all kinds.

Service car in connection.

Jenkins & Christian Garage

SANDY, UTAH

Three doors from State Road. 12.2 miles south from Salt Lake City. General line of repairs, accessories, inner tubes and casings. Culco Oils and Culcoene. Expert workmen.

DRAPER AND SANDY AUTO LIVERY SERVICE

HOLDEN TO OASIS.
25.4 Miles.

0.0—HOLDEN: At Co-op. corner, with store on left, go one block to left and turn to right into main road; 0.7 turn left; 1.1 keep left and follow main road; 22.3 turn right; 25.0 turn right;

25.4—OASIS: Hotel and gas.

OASIS TO HOLDEN.
25.4 Miles.

0.0—OASIS: With Commercial Hotel on right, go to first corner and turn right; 0.4 turn left; 2.1 turn left and follow main road to

25.4—HOLDEN.

HOLDEN TO DELTA.
26.8 Miles.

0.0—HOLDEN: Co-op. corner. With store on left, turn to left and go one block and turn right into main road; 0.7 turn left; 1.1 keep left and follow main road to 21.8; turn right and follow main road to

26.8—DELTA.

DELTA TO HOLDEN.
26.8 Miles.

0.0—DELTA: Delta Hotel. Leave hotel, turn right and drive through main street; pass Eccles Co-op. on right and turn right at corner into main road; follow road to 5.0; turn left and follow main road to

26.8—HOLDEN: Co-op. corner.

NEPHI TO MILFORD, VIA FILLMORE.
124.1 Miles.

0.0—NEPHI: Forest Hotel and Nephi Garage. With Court House on right, pass Nephi Garage on right and follow out main street with poles, and follow pole line to

10.4—LEVAN: Small settlement here (business section 3 blocks to left from 10.4); 10.6 turn to left; follow main road to 13.7 Levan station; keep left side of railroad; 16.0 cross railroad.

16.2—JUAB: Small settlement here. Follow road to right of railroad; 18.9 cross railroad; 19.0 dugway; 19.5 forks—keep right; 20.7 follow poles; 22.0 forks—keep right with poles; 27.0 grade; 28.7 dam on Sevier River; cross dam and take road down through settlement. A bridge is out here and you cross a small steep wash and turn left; 29.2 poles on left—follow main road; 31.0 grade; 32.3 summit—follow main traveled road and pole line to

38.6—SCIPIO: Gas at Co-op. Miller Hotel. Pass Co-op. on left and school house on right; 38.7 turn to right past school yard and follow pole line; 40.0 grade; 42.5 top of grade—keep new graded road to

52.8—HOLDEN: Pass Co-op. on right, go one block and turn left into main road and follow pole line to

62.2—FILLMORE: Garage and Robinson Hotel. 62.7 turn right; 63.2 turn left; 63.3 turn right; 63.5 turn left and follow pole line;

70.0—MEADOW: 73.4 turn right (road straight ahead goes to Kanosh);

75.5—HATTON: Small settlement. Follow main road to

103.2—ANTELOPE SPRINGS: Good water here. Ranch house. Roads branch rere for Cove Fork and Black Rock. With ranch house on right, take main traveled road to southwest; 103.9 forks—keep right; follow main road to 117.5; cross railroad and follow main road to

124.1—MILFORD: Utah Transportation Company Garage and Milford Hotel.

St. Elmo Hotel

MRS. A. A. RICH, Proprietress. VERNAL, UTAH

American Plan. Rooms with Bath, Hot and Cold Water
Parties coming at night should phone for service if late meals are desired and reservations

A Frst-Class Dining Room in Connection.

Ideal Garage

C. H. EIGHMY, Prop. VERNAL, UTAH

All kinds of gas engine repairing, brazing and vulcanizing. Fully equipped in all departments. Only staeam vulcanizer on Uintah Basin. Free air. Service car to all points.

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Vernal Craig Auto Line

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Daily auto service between Vernal and Craig each way
Round Trips Tuesdays
Thursdays and Saturdays Vernal to Rangely
Drive to all points in Western Colorado any time desired

MILFORD TO NEPHI.

124.1 Miles.

0.0—MILFORD: Milford Hotel corner. With Milford Hotel on left, go straight up main street to 0.1; turn to left; 0.2 turn to right; 0.4 turn to left; 0.6 forks—take road to right (left fork goes to mines—Hickory mines can be seen to the west); 4.2 keep to right; 4.8 keep to right; 6.6 railroad crossing; 6.8 keep to left; 18.4 keep to left; 20.9 road south to Cove Fort; road west to Black Rock.

20.9—ANTELOPE SPRINGS: Good water here. With corral on left, go straight ahead and take right fork above springs; 46.2 road forks—take road to right for Kanosh; left fork cuts off some distance and goes through to

48.7—HATTON: Keep straight ahead to 50.8, state road; turn to left for Fillmore, to right for Kanosh; follow telephone line to

54.1—MEADOW: Follow pole line to

61.9—FILLMORE: Garage and Robinson Hotel. With bank building on left, follow pole line and main graded road to 71.2; turn right one block—road straight ahead goes to Oasis and Delta; 71.3 turn right.

71.3—HOLDEN: Gas at Co-op. Pass store on left and follow pole line; 74.0 grade; 80.3 top of grade; 85.4 turn left past school house on left;

85.5—SCIPIO: Gas at Co-op. Miller's Hotel. Pass Miller's Hotel on left and follow pole line.

95.4—SEVIER DAM: Take road over dam; at end of dam turn right and follow main road to

107.9—JUAB: Small settlement here. Pass ranch house and cross railroad and follow road on right of railroad to 110.4 Levan Station; take main road to right and follow to

113.7—LEVAN: Small settlement here. Follow pole line to

124.1—NEPHI: Nephi Garage and Forest Hotel.

NEPHI TO MANTI.

39.2 Miles.

0.0—NEPHI: Nephi Garage and Forest Hotel. With Court House on left go north on main street to 0.2 and turn right with railroad on right and follow main road up canyon past flour mill and Nephi Plaster Plant on right and follow main road with pole line to

14.2—FOUNTAIN GREEN: Gas. Continue through town with stores on right; turn left one block and turn right with poles and follow poles to

21.9—MORONI: Gas at Co-op. Turn left past Co-op. store and bank on left to Moroni House corner; turn left, passing hotel on left and follow main road and poles to

24.9—CHESTER and follow poles till they fork from graded road; keep with graded road to

32.1—EPHRAIM: Garage and hotel. Pass bank on left and follow paved street and poles through town and main road to 38.8; pass Manti Temple on left and follow main road to

39.2—MANTI: Savoy Hotel and Funk's Garage.

MANTI TO NEPHI.

39.2 Miles.

0.0—MANTI: Funk's Garage and Savoy Hotel. With hotel on left, go north on main street, following main road past Manti Temple on right and follow main road to

7.1—EPHRAIM: With Bank of Ephraim on right, go north on main street, following pole line; at outskirts of town roads fork—keep to right with poles; 7.5 roads fork—keep right, leaving pole line, and follow main road past Parry's Siding and turn left at next forks (road

Sumner's Garage

ED. C. SUMNER, Prop. VERNAL, UTAH

On the Pike's Peak Ocean to Ocean Highway

Oldest Garage in Uintah Basin. Noted for Prompt Service.

Gas, Supplies, Accessories, Tires, etc. Free Air.

Batteries Recharged. All Kinds of Repairs.

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Cottage Hotel

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Home-like, comportable hotel. Baths. Auto parties coming late at night will be served with meals if they will notify by phone. Call phone 38. Commercial trade and tourists' trade solicited. Sample Room.

One Block north of Uintah State Bank.

Roosevelt Auto Co.

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All kinds of repair work done on short notice by an expert workman.

Gasoline, oils, and accessories. Phone us from any place, if in need of repairs, and our repair car will meet you.

On the Ocean to Ocean Highway.

ARLINGTON Hotel

Autoists Headquarters

DUCHESNE, UTAH TOM FIRTH, Prop.

to right goes to Spring City and Mt. Pleasant); follow this road about one mile to pole line, and follow pole line to

14.3—CHESTER and follow pole line to

17.3—MORONI: Gas at Co-op. Moroni House on corner; turn right past Moroni Co-op.; at end of block turn left down small hill; at foot of hill turn right with poles and follow poles to

25.1—FOUNTAIN GREEN: Gas. Go straight through town and follow poles across ridge and down canyon past Nephi Plaster Mill on left and Flour mill on left and follow main road on right of railroad to

39.2—NEPHI: Nephi Garage and Forest Hotel.

ST. GEORGE TO CEDAR CITY.
55.2 Miles.

0.0—ST. GEORGE: Dixie Hotel corner. Pass Dixie Hotel on right and postoffice on left and follow main road; 2.9 pass ranch; 4.6 old cotton mill on right.

4.9—WASHINGTON: Pass schoool house on left and follow pole line;

14.1—HARRISBURG: On the left about one-half mile is the location of the famous old Silver Reef mine that produced millions in its day. follow main road to

16.8—LEEDS: 17.9 rocks, rough road;

21.9—ECHO RANCH. First-class accommodations here.

22.4—GRAND CANYON ROAD: Road to right goes to Hurricane, Kanab and Grand Canyon—keep straight ahead for Cedar City; 26.7 Bellevue ranch; 30.1 cross wash; 30.2 grade up Black Ridge; 32.7 top of Black Ridge;

42.0—KANARRAVILLE: Pass public school grounds and at 42.2 turn left one block and turn right and follow main road; 49.4 Hamilton Fort Ranch;

55.2—CEDAR CITY.

CEDAR CITY TO ST. GEORGE.
55.2 Miles.

0.0—CEDAR CITY: With Bank of Iron County on right and the Cedars Hotel on left, head south on main street; pass Kopp's Garage on right and follow pole line; 5.8 pass Hamilton Fort Ranch on right and follow main road to 13.0;

13.2—KANARRAVILLE: Turn left to public school square and turn right, passing school buildings on right; follow main road through village and keep with main traveled road to 22.5, top of Black Ridge—dugway and down grade for about five miles; 28.5 Bellevue Ranch;

32.8—GRAND CANYON ROAD: Road to left goes to Hurricane, Kanab and Grand Canyon—keep to right for St. George.

33.3—ECHO RANCH: First-class accommodations here. Pass ranch on right and follow main road to

38.4—LEEDS: Keep straight through village on main road to

41.1—HARRISBURG: Old Silver Reef mine to right. This mine produced millions in its day. Follow main road.

50 3—WASHINGTON: Keep main road; 50.6 pass old cotton mill and follow main road to

55.2—ST. GEORGE: Gas at Nelson Mercantile Co.

BUENA VISTA, COLO., TO GLENWOOD SPRINGS, COLO.
132.5 Miles.

0.0—BUENA VISTA: Elevation 7967 feet. Go east 0.1 from station, turn left around store; 1.3 cross railroad; 1.7 forks—keep left with pole line; 2.0 forks—keep left along edge of hill; 3.1 forks—keep right, follow pole line.

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8.1—**RIVERSIDE:** Follow main road, cross railroad, cross again and recross, following road up in the hills and along edge of bluff; 14.4 turn right, crossing bridge; pass reservoir on left; 15.8 cross under railroad, turn right across river and up steep hill, crossing railroad; turn left and follow along edge of hill above river to

17.7—**GRANITE:** Elevation 8951 feet. Turn left, cross railroad and wooden bridge; turn right past station; turn left over railroad and up long winding grade; 22.1 forks—keep right, following around Twin Lakes; 26.1 turn right, going up long winding hill through cedars, very sharp pitch at second turn;

27.4—**TOP OF GRADE:** At edge of hill fine view of lakes. Follow poles; 33.3 turn left onto road which follows river.

37.9—**MALTA JUNCTION:** Curve right, up long even grade; pass dump of Smelter Co., and cross two bridges; 40.8 cross railroad—keep left at forks and follow up grade, crossing intersection at 40.9; 41.4 cross railroad;

41.8—**LEADVILLE:** Elevation 10,200 feet—largest city in the world at this elevation. At postoffice turn right; 42.0 turn left, passing school house on right; 42.2 cross railroad, pass station and cut to right; 42.7 forks—keep right, following down slight grade along hill; 43.9 cross wooden bridge—follow up easy grade; 45.2 ranch; 46.4 keep left and cross railroad; keep right at coke oven and go up short steep grade to

51.6—**TOP OF TENNESEE PASS:** Elevation 10.276 feet—Mt. Massive to south. Next five miles requires cautious driving—sharp grades, railroad crossings and narrow turns. Turn left at end of road and follow poles to

57.8—**PANDO:** Turn right across railroad and follow poles; follow down fine canyon; cross railroad and bridge; pass station on right to

64.4—**RED CLIFF:** Turn sharp left and up Battle Mountain—road very good.

67.2—**GILMAN:** Be careful for very short, sharp turns—go slow; 69.9 turn left, down grade and cross railroad.

72.9—**MINTURN:** Elevation 7825 feet. Pass postoffice, cross steel bridge, cross railroad, turn left, pass railroad shops and follow railroad and poles down valley; 79.4 forks—keep left with poles; 79.6 pass school house; 83.4 turn left with poles to

90.1—**WOLCOTT:** Do not cross to town—follow past barn on left, keeping on south of river.

92.0—**SHERWOOD:** Cross railroad and follow poles; 99.9 turn left, cross railroad and bridge, cut to right up grade to

100.2—**EAGLE:** Elevation 6598 feet. Follow along railroad on right; 100.9 turn right, cross railroad and follow track on left; 101.6 cross railroad; 107.0 turn right with poles, pass school house and curve left.

107.6—**GYPSUM:** Elevation 6325 feet. Follow across railroad, going down grade across bridge, turning left with poles; 114.0 forks—keep right with poles;

114.4—**DATSERO:** Cross bridge over Grand River and turn left down river through canyon.

123.0—**SHOSHONE DAM:** Water is diverted at this point through tunnel. Electric current is transmitted from this point to Denver. Follow first-class road down river to

132.5—**GLENWOOD SPRINGS:** Elevation 5758 feet.

EVANSTON, WYO., TO OGDEN, UTAH.

82.4 Miles.

0.0—**EVANSTON:** Leave town, going south up a hill; soon turn east over good mountain road, except high centers 6 to 9 miles out.

10.6—**SUMMIT OF WASATCH RANGE:** Go down steep hill and

Anderson's Echo Farm

On the Grand Canyon Road, at the junction to St. George and Kanab. Gasoline, Oils. Best hotel accommodations south of Cedar City. Make this your all night stop.

Boosters Inn

LOGAN, UTAH

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continue down grade with increasingly fine scenery, and roads growing better all the way to Ogden.

18.6—CASTLE ROCK: 25.0 Emory station; 34.2 stone house—right-hand to Echo.

34.6—ECHO: Hotel, blacksmith shop, stores, gas.

41.0—HENEFER STATION: Cross railroad to left, follow through town almost due west toward Narrows; through Narrows, Weber River on right, to 42.5, Devil's Slide Station.

53.8—MORGAN: Town lies left of main road.

61.5—PETERSON: Store, gas, oil.

66.7—GATEWAY STATION at left, around Devil's Gate; good road but narrow and steep; under railroad bridge; cross river and remain on left of river for about 12 miles.

78.1—RIVERDALE: Turn right (road to left to Salt Lake); cross Weber River, going east.

82.4—OGDEN.

SALT LAKE CITY TO PROVO.

44.3 Miles.

DESCRIPTION—This is one of the most beautiful trips adjacent to Salt Lake City. The route is over a state road and in good condition. There is a fine diversity of scenery in mountains, valleys and Utah Lake. From Point Lookout a splendid view of the Wasatch Mountains, Utah Valley and Utah Lake is obtained. The road is through the choicest fruit-growing district of Utah County. Several towns are passed and first-class hotel accommodations will be found at both Provo and Lehi.

0.0—SALT LAKE CITY: Hotel Utah. With Deseret News building on right, head south on Main Street to 0.2, turn left one block to State Street and turn right into State Street and keep srraight south to

7.3—MURRAY: Carlson's Garage on left. Keep straight ahead to

11.0—MIDVALE: Town one mile to right. Booth's Garage.

12.2—SANDY: Sandy Garage three doors to left (16.8, crossroads, to right for Riverton, to left for Draper). Keep straight ahead for Provo.

26.7—LEHI: Cutler Garage on right. Side trips from here to American Fork Canyon and Saratoga Springs; 30.3 turn right; 30.5 turn left into Main Street.

30.9—AMERICAN FORK: Gas at American Fork Co-operative. Keep straight ahead to 3.10, turn to right and follow main road to

34.0—PLEASANT GROVE: Gas at Hedquist Drug Store. Turn to right and with drug store on left follow main road to

36.0—LINDON: Gas at Cullinmore Mercantile Company. Follow main road to 42.9. This is Fifth West Street, Provo; turn to right; 44.0 City Park on corner. Turn to left into Center Street to

44.3—PROVO: Postoffice.

PROVO TO SALT LAKE CITY.

44.3 Miles.

0.0—PROVO: Postoffice on left, go west on Center Street to 0.4 (City Park corner) and turn right, go straight ahead to end of street and turn to left at 1.6, cross Provo River and follow main road to

8.8—LINDON: Gas at Cullinmore Mercantile Company.

10.4—PLEASANT GROVE: Gas at Hedquid's Drug Store. At end of street turn left and follow main road to

13.5—AMERICAN FORK: Gas at American Fork Co-operative Store. Follow Main Street to 14.0 (sign, County Road One Block North), turn right, 14.2 turn left into county road and at 16.3 forks—keep to right—road to left goes to Lower Lehi.

17.7—LEHI: Cutler Garage on left. Side trips to American Fork Canyon and Saratoga Springs. Keep main road to 18.9, cross railroad.

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The finest hotel in Utah south of Salt Lake. Equal in furnishings, equipment and service to the best city hotels. Modern in every respect. Baths, electric lights, sample rooms. One of the best appointed dining rooms in the state. Auto Tourists and Commercial Men's headquarters. Cafe open day and night. Special quick service to passengers from morning trains. Corner across from depot.

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OGDEN, UTAH

22.1—POINT OF MOUNTAIN.

32.1—SANDY: Sandy Garage three doors to right.

33.4—MIDVALE: Town one mile to left. Booth's Garage.

37.1—MURRAY: Carlson's Garage. Keep straight ahead up State Street to Eagle Gate and turn left one block to

44.3—SALT LAKE CITY: Hotel Utah and Temple Block.

PROVO TO HEBER VIA MIDWAY AND HOT POTS.

29.2 Miles.

DESCRIPTION—This is the famous Provo Canyon trip. It is one of the finest canyon and mountain trips in the state. The road leads over the Provo fruit bench to the mouth of Provo Canyon, where is located the Olmstead plant of the Utah Light and Power Company. Here you enter the canyon and follow Provo River for 15 miles. This is one of the noted trout streams of the state. To your left going up the canyon is Mt. Timpangogos, 12,000 feet, with its summit of perpetual snow. A climb to the top of Timpanogos is one of the most enjoyable and profitable mountain climbing trips in the west. Vivian Park, the canyon's famous camping resort, is also passed. At Midway you are at the Hot Pots, noted for bathing and medicinal properties. Heber is a beautiful town located in the midst of the Wasatch Mountains. Good hotel accommodations are found at Midway, Heber and Provo. (See description of towns under Midway, Heber and Provo.)

0.0—PROVO: Garage and Roberts Hotel. With postoffice on right, go straight ahead with Knight block on right, and past Brigham Young University to 1.2, turn right, 1.3 turn left, 3.0 forks—keep right.

6.2—OLMSTEAD: Utah Light and Power Company plant. Entrance to canyon.

8.6—SPRINGDELL.

9.2—NUNNS.

11.6—VIVIAN PARK: This is the favorite stop for autos in the canyon and is noted for its trout dinners. Keep main road straight ahead to

22.6—CHARLESTON: Keep straight ahead, with Charleston Co-op. on right, to

26.2—MIDWAY: Gas. Schneitter's Baths and hotel and general stores. With stores on left follow main road and pole line to

29.2—HEBER: Garage and hotel.

HEBER TO PROVO VIA MIDWAY AND HOT POTS.

29.2 Miles.

0.0—HEBER: With Bank of Heber on right and Court House square on left, go straight to 0.5 and cross railroad with depot on right and follow main road to

3.0—MIDWAY: Gas. Baths and Schneitter's Hotel. With Van Wagoner's store on left, go to first street to right and turn to right and follow to

6.4—CHARLESTON: Gas. Keep straight ahead to

17.6—VIVIAN PARK: This is the favorite stop for autos in the canyon and is noted for its trout dinners. Follow main road down canyon to

20.0—NUNNS.

20.8—SPRINGDELL.

23.0—OLMSTEAD: Plant of Utah Light and Power Company. Keep main road to left to

29.2—PROVO: Postoffice. Garages and Roberts Hotel.

PROVO TO EUREKA AND SILVER CITY.

48.4 Miles.

0.0—PROVO: Use Provo to Nephi log to 26.4; keep straight ahead, with pole line for Eureka, cross railroad with depot on right and follow main road to

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30.6—GOSHEN: Gas and hotel. Keep main road straight ahead up through mountains; 38.1 heavy grade; 38.4 down dugway; 40.4 grade —follow main road to

45.1—EUREKA: Hotels and garage. Follow main road straight through town, and then around dugway—avoid forks to right and follow to

48.1—MAMMOTH: One mile to left. Keep straight ahead, with Knight Smelter in view, to

48.4—SILVER CITY.

ROCKHILLS RANCH TO HEBER.

37.4 Miles.

There is a choice of two roads from Rockhills to Provo. One via Heber and one via Strawberry. Both are mountain roads and in very good shape. From a scenic standpoint, we recommend the Strawberry Dam route, and then a side trip to Heber via Provo Canyon. But the direct road to Heber is shorter and the quickest route to Salt Lake via Heber and Park City.

0.0—ROCKHILLS RANCH: Gas. Good meals. With ranch on right, go straight ahead; at 0.2 road forks (road to left goes to Strawberry Dam and down to Provo) keep straight ahead for Heber.

18.2—TOP OF DANIELS PASS: Follow main road. This road is marked all the way.

37.4—HEBER: Garage and hotel.

HEBER EAST OVER THE OCEAN TO OCEAN HIGHWAY TO ROCKHILLS.

37.4 Miles.

The road through Daniels Pass and on to Rockhills has been greatly improved and marked during the summer of 1915, and is in first-class shape for summer driving. At Rockhills, use log Provo to Duchesne, and if you come west via Heber, use the Duchesne to Provo log as far as Rockhills.

0.0—HEBER: At bank corner, with bank on right and public square on left, go straight ahead, following Ocean to Ocean road signs.

9.0—ENTRANCE TO PASS: Follow main road.

19.2—TOP OF DANIELS PASS: From here follow new graded road across mesa to

37.4—ROCKHILLS RANCH: Gas. Good meals.

PROVO TO NEPHI.

44.1 Miles.

0.0—PROVO: Garages and hotels. With Postoffice on left and Tabernacle square on right, go past 0.1, Roberts Hotel on right; 0.2 turn left and go straight to 0.9 and turn right into main road; 2.8 County Infirmary on left; 4.8 fish hatchery.

6.0—SPRINGVILLE: Harrison Hotel. Keep straight ahead to 6.5, cross railroad and follow pole line to 10.7, turn to left into Main Street, Spanish Fork, 10.8 Spanish Fork Garage, to

11.0—SPANISH FORK: Arnold Hotel on right. Keep straight ahead on main road to 12.1, forks—turn to left for Salem and Payson and follow main road to

15.0—SALEM: Gas and hotel. Follow main road through town and keep straight on to 18.4, Craven's Hotel, Payson; 18.5, turn to left in Main Street.

18.6—PAYSON: Garage and hotel. Keep straight ahead with Ott's Drug Store on left to 19.4, turn to right, follow pole line to

21.5—SPRING LAKE: Follow pole line to 24.6, turn to left (road straight ahead at 24.6 goes to Goshen and Eureka); 24.8 turn to right and

25.0—SANTAQUIN: Gas and hotel. Keep straight ahead to 25.2,

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turn to left; 25.3 turn to right; follow main road to

36.7—MONA: And straight ahead to

44.1—NEPHI: Forrest Hotel and Garage.

NEPHI TO PROVO.

44.1 Miles.

0.0—NEPHI: Forrest Hotel and Garage. With Court House on left, go straight ahead and follow main road to

7.4—MONA: Keep straight ahead to

19.1—SANTAQUIN: Gas and hotel. Go past store and turn at first corner to left, go to end of street, turn right and follow pole line to

22.6—SPRING LAKE: And follow pole line to

25.5—PAYSON: Craven's Hotel and Schuler's Garage. With Ott's Drug Store on right, turn to right at first corner, pass Craven's Hotel and keep straight ahead on main road to

29.1—SALEM: Follow main road to

33.1—SPANISH FORK: Arnold Hotel on left; 33.3 Spanish Fork Garage; 33.4 turn to right into main road and follow poles to

38.1—SPRINGVILLE: Harrison Hotel on right. Straight ahead to 43.9, Academy Avenue, Provo; turn to right and pass Roberts Hotel at 44.0 and at

44.1—PROVO: Postoffice.

FILLMORE TO BEAVER VIA COVE FORT.

57.9 Miles.

0.0—FILLMORE: Garage and Robinson Hotel. Bank corner on right, go straight to 0.5, turn right; 1.0 turn left and follow pole line to

7.8—MEADOW: Keep straight ahead to

13.8—KANOSH: George's Hotel and gas at Kanosh Mercantile. 14.3 turn right; 14.6 turn left and follow main road to top of grade;

34.0—COVE FORT RANCH: (Erected 1867.) Keep main road; 34.4 turn left; 47.6 forks—keep left; 52.9 keep to right, and follow main road to

57.9—BEAVER: State Bank of Beaver corner. Garage and Beaver Hotel.

BEAVER TO FILLMORE VIA COVE FORT.

57.9 Miles.

0.0—BEAVER: With State Bank on left, go straight ahead, passing Tolton's Store on left and follow main state road to

23.9—COVE FORT: (Erected 1867.) With old fort on left, continue straight ahead to

44.1—KANOSH: George's Hotel and gas at Kanosh Mercantile. Follow main road to

50.1—MEADOW: Follow main road and poles to

57.9—FILLMORE: Garage and Robinson Hotel.

This road has had considerable work done on it during 1915 and is reported to be in first-class shape. It is the direct road south through Beaver.

BEAVER TO PAROWAN AND CEDAR CITY.

55.8 Miles.

0.0—BEAVER: Garage and hotel. Beaver Bank on corner. With bank on right and public square on left, go straight to 0.4, turn left and follow pole line; 2.4 road forks—keep to felt—follow main road to

31.4—PARAGONAH: Straight ahead to 31.7, turn to right—keep main road to

36.1—PAROWAN: Gas and hotel. Bank of Parowan, turn to left and at 36.5 turn to right; 36.8 turn to left; 36.9 turn to right into main road and keep straight ahead to

43.6—SUMMIT: And follow main road to

55.8—CEDAR CITY: Bank of Iron County. Kopp's Garage and Cedar Hotel.

CEDAR CITY TO PAROWAN AND BEAVER.

55.8 Miles.

0.0—CEDAR CITY: Kopp's Garage and Cedar Hotel. Bank on left, go straight ahead and keep main road to

12.2—SUMMIT: And follow main road to

19.7—PAROWAN: Orton Hotel and Halterman's Garage. With Bank of Parowan on left, go straight ahead to 20.8, follow poles and keep main road to

24.4—PARAGONAH: 24.6, turn to right; 24.8 turn to left; 45.0 grade; 55.4 turn to right, to

55.8—BEAVER: Bank corner. Garage and hotel.

MILFORD TO BEAVER.

31.4 Miles.

0.0—MILFORD: Milford Hotel. Utah Transportation Co. Garage. With depot on left cross tracks and take road with pole line due east.

13.1—MINERSVILLE: Main business street; 0.4 to right across bridge—keep straight road ahead for Beaver; 18.5 Beaver River dam; 22.9 turn to right—Adamsville one-half mile to right.

31.4—BEAVER: State Bank corner.

BEAVER TO MILFORD.

31.4 Miles.

0.0—BEAVER: With State Bank of Beaver on right and public square on left, go straight west to 8.5 (Adamsville one-half mile ahead), turn left and follow main road; 12.9 Beaver River dam.

18.3—MINERSVILLE: Main businses street; 0.4 to left—keep road straight ahead to

31.4—MILFORD: Milford Hotel. Utah Transportation Co. Garage.

PRICE TO FERRON.

43.0 Miles.

This is a first-class road during the summer and fall, and is generally passable 12 months in the year. It is a particularly delightful trip in the summer, enjoying all the pleasures of the great mountain outdoors with all the comforts of home life within easy proximity. Castle Dale and Huntington are the principal towns. At both places you will find good hotels and at Castle Dale a first-class garage, the Midland. For a summer vacation this is a most delightful trip, and can be made all the way over first-class roads from Salt Lake City. (See description of various towns in other section of Guide.)

0.0—PRICE: Cross railroad tracks with depot on left and follow main road to

22.0—HUNTINGTON.

33.0—CASTLE DALE.

36.0—ORANGEVILLE.

43.0—FERRON.

RICHFIELD TO FISH LAKE.

40.0 Miles.

The trip from Richfield to Fish Lake is over a first-class mountain road, that varies in elevation from 5308 at Richfield to 8700 feet at Fish Lake. Fish Lake nestles among the summits of the Wasatch, and some of the finest landscapes, in extent and beauty, to be seen anywhere in the state are visible from this road. Mountains more than 100 miles distant may be seen from the summit. During the open season the finest fishing

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in the mountain west is at Fish Lake. The record trout for 1913 was 22½ pounds. Pleasant camps have been established at the lake, electric lights and comfortable cottages may be had at reasonable figures. During the shooting season the Fremont River, out of Lao, about 15 miles from Fish Lake, is one of the best districts for deer and ducks. The legal limit is frequently shot in one or two hours in the morning. A trip to Fish Lake and Wayne County is worth anyone's time, who is looking for a pleasant outing, or fishing or shooting. In the summer the elevation of about 7000 to 8000 feet makes cool nights a certainty, while the great open outdoors, with its wealth of mountains, blue sky and wonderful mountain air is a rare tonic for the tired business man, and a source of delight for all lovers of the open.

MARYSVALE TO KANAB.

125.0 Miles.

This is one of the most attractive trips in the mountain west. In range and variety of scenery, mountains, valley and canyon, this road is a continuous panorama of magnificent landscapes of myriad colors and vast extent. The road goes through pleasant valleys, across the southern divide of the Wasatch, through stately pines and down canyons of rare beauty and enchantment. The road as far as Mt. Carmel during the summer months is in good shape for auto travel, but between Mt. Carmel and Kanab, sand is encountered for about 15 miles that makes auto travel impossible. Parties going to the Grand Canyon should leave their cars at either Glendale or Orderville, and have plans made for teams to complete the journey to Kanab. It is hoped state aid will build a first-class road over this short strip of land, as an abundance of natural road material is close at hand. This road would be a great asset to the state as a whole, and a boon to auto travel to the Grand Canyon through Utah. There is one general road south of Marysvale, the distances between the various towns are:

0.0—MARYSVALE: Gas at Cameron Mercantile and Pines Hotel.
18.2—JUNCTION: Stoney's Hotel and Garage.
25.0—CIRCLEVILLE: Steele's Hotel and gas at Steele's Store.
55.0—PANQUITCH: Gas at drug store.
103.0—GLENDALE: Carpenter Hotel and gas at Co-op.
108.0—ORDERVILLE: Hotel. Gas at Co-op.
111.0—MT. CARMEL.
125.0—KANAB: Gas and hotel.

PRESTON, IDAHO, TO BRIGHAM CITY, UTAH. .....

(56.6 Miles)

0.0—PRESTON: Service garage and Wilford Hotel. Go south on Main street, passing First Nat. Bank on right, service garage on right, go to railroad and turn left (don't cross tracks) and follow main road; 1.6 turn right with 2 cross arm pole line; 3.0 turn left onto new grade; 3.7 cross railroad and follow between pole lines; 7.2 pass mill on left; 7.5 under railroad;

7.6—FRANKLIN, IDAHO. Pass milk plant close on left, and at depot grounds turn left and then right, passing depot on right, and follow main road; (10.4 road to right goes to Lewiston) (11.6 right to Lewiston).

14.1—RICHMOND: Griffin's garage one-half block to left. Follow straight with pole line and trolley.

19.8—SMITHFIELD: Follow straight with poles to

26.8—LOGAN: Blair Motor Co. garage and Hotel Logan. Pass public square on left and Hotel Logan on corner on right, cross river and follow main road. 28.1 forks, keep left, right fork is short cut to Wellsville; 32.6 forks, keep right to Hyrum (left goes up canyon to Bear Lake); 32.7 follow pole line to

34.6—HYRUM: Go straight through town, passing public square

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We carry in stock a complete line of Brass and Iron Beds, Sanitary Couches, Cots, etc., along with our Mattresses, Pillows and Springs. Dealers should have a copy of our "DREAM BOOK."

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Helper to Vernal—Daily auto, passenger, mail and express between all Uintah Basin towns. Cars leave Helper and Vernal every morning. Write for schedule to Helper.

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Comfortable, well furnished rooms and the best dining room in Preston. Prices reasonable, and best of service.

Tire Vulcanizing a Specialty
Gasoline, Oils and Accessories

RICHMOND GARAGE

Phone 5 **Center Street, Richmond, Utah**

General Garage and Machine Works

and monument on left, turn right to pole line and follow poles and main road, 39.2 turn left, pass Pioneer Hotel on right, go one and a half blocks and turn right to Main street.

39.5—WELLSVILLE: Gas at drug store. Pass drug store and bank on right, go three blocks and turn left into main road and follow to

51.7—GENEVA: Small settlement here. Follow main road down canyon to

56.6—BRIGHAM CITY: Brigham Auto and Supply Garage.

BRIGHAM CITY TO PRESTON, IDAHO.

(56.6 Miles)

0.0—BRIGHAM CITY: With Brigham Auto & Supply Garage on left, go one block south on Main and turn left, following main road up canyon past power plant to

4.9—GENEVA: Small settlement here. Follow main road to

17.3—WELLSVILLE: Gas at Drug Store. Pass bank corner on left and Coop Store on right, go one block and turn left, passing Pioneer Hotel on left, and turn at next well traveled road to right;

18.8—MAIN FORKS (Road to left is short cut to Logan): For Hyrum, keep right, following main road to

22.1—HYRUM: Go straight along Main street, passing monument on right, follow pole line to 22.4, turn right with poles and follow main road to

29.6—LOGAN: Hotel Logan and Blair Auto Co. Garage. Pass Hotel on left and public square on right and follow poles to

36.7—SMITHFIELD: Follow poles to

42.8—RICHMOND: Griffin's Garage one-half block to right. Follow main road and poles to

48.9—FRANKLIN, IDAHO: Pass depot on left, and turn left at end of depot grounds; pass milk plant close on right, follow main road, go under railroad and follow poles and main road to

56.6—PRESTON, IDAHO. Service garage and Wilford Hotel.

SALT LAKE TO OGDEN AND REVERSE.

(36.5 Miles)

DESCRIPTION—This is a state road and barring extreme weather conditions is generally in excellent shape. No heavy grade. Pass through a number of pleasant, well-kept towns. Skirts the Wasatch Mountains and affords a splendid view of Great Salt Lake and Antelope Island

00.0—HOTEL UTAH: With Temple square on right, go west on South Temple street to 0.4 and turn right, follow pavement to 1.7. Warm Springs on right. St. Mark's hospital on left Follow state road to

9.3—BOUNTIFUL: Rampton Bros.' garage. Keep straight ahead on main road to

11.3—CENTERVILLE.

15.7—FARMINGTON: Gas and Farmington hotel. Turn left past hotel and turn right past brick store on corner. Follow main road to

20.6—KAYSVILLE: Gas. Kaysville Garage.

22.9—LAYTON: Gas at Layton Drug Store. Keep road to left and follow main road to

27.5—CLEARFIELD.

32.7—RIVERDALE.

36.5—OGDEN: City Hall.

OGDEN TO SALT LAKE.

0.0—OGDEN: With City Hall on right and Reed Hotel on left, go south on Washington avenue to 1.3 and turn to right, follow main road to

3.8—RIVERDALE: Keep road to right (left goes to Echo Canyon)

9.0—CLEARFIELD: Rampton Bros. Garage.

13.6—LAYTON: Gas at Layton Drug Store.

15.9—KAYSVILLE: Kaysville Garage.

Malad Auto and Supply Co.

DR. CANFIELD, Manager, MALAD, IDAHO

Home of the famous Ford. We carry a complete supply of Ford extra parts. Accessories, supplies and repairs.

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Expert Laundry Work. Dry Cleaners.

Automobile parties will find our service to suit their needs. Forward by parcel post and it will be sent to any point desired. Branch offices at Yellowstone, Ashton, St. Anthony, Victor, Driggs and Rigby. Phone 227.

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I visited this school October 13, 1915, and found it busy as usual, and Professor Smith told me he had 350 of his graduates at work in Ogden alone.—Pub.

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SALT LAKE CITY, UTAH

20.9—FARMINGTON: Turn left at corner, pass Court House on right, past Farmington Hotel on right and follow main road to

25.0—CENTERVILLE.

27.1—BOUNTIFUL: Rampton Bros.' Garage on right. Keep straight on main road to 36.1, turn left, South Temple street, Salt Lake City.

36.5—TEMPLE SQUARE AND HOTEL UTAH.

SALT LAKE CITY TO HEBER AND REVERSE.

45.5 Miles (Short Route); 52.5 Miles (Via State Road).

Use Salt Lake to Evanston log as far as Park City forks and turn right. Follow main road to Park City. From Park City to Heber there are two roads. One is 20 miles and very little grade, and the short route has one steep climb and is but 13 miles. To eliminate the grade take the Kamas state road and at 11.5 take right fork along dugway, follow one mile and you come to the main road to Heber and follow poles. For the short road go to foot of main street, turn right one block, and turn right up main traveled street, follow straight out of town 1.6 and turn right, going up long dugway, follow to summit 7310 feet, and follow main road down mountain, avoiding left forks, to Heber.

Leaving Heber for Park City, follow pole line to 7.4 (fork to left is the short road to Park City and is not recommended); keep right, ranch house in sight half a mile ahead; pass ranch and turn left, passing white school house; follow along small dugway and at 8.5, main state road, turn left and follow to Park City. For Salt Lake City, turn left at U. P. depot, go one block and turn right, passing D. & R. G. depot on right and follow poles, and follow main road to Park City Forks: turn left—this is the Lincoln Highway and is marked to Salt Lake City.

CEDAR CITY TO KANAB AND THE GRAND CANYON.

Follow the Cedar City to St. George log to 32.8, roads fork, the left fork going to Kanab and the Grand Canyon and the rightfork to St. George and southwest through Nevada. 10 miles from the forks is Hurricane and the road to this point is good. Beyond this the road is passable, but in very bad shape, under present conditions the road changes under local weather conditions and an accurate log is impossible. Leaving Hurricane go to Gould's Ranch, then to Antelope Springs, Pipe Springs, Fredonia and Kanab. The distance from Hurricane to Kanab is 65 miles and this is a one-day's trip, and an early morning start is recommended. Get all the local road information you can, for road conditions change with the weather and the seasons and the local people will give you the right information. From Kanab to the Canyon is 70 miles. This is one of the trips worth anyone's time, and it is to be hoped that the state will soon remedy the road conditions south of Hurricane.

ELY, NEV., TO SAN FRANCISCO, CAL.—LINCOLN HIGHWAY.

632.9 Miles.

Compiled 1915 by G. S. Hoag, Nevada State Consul of the Lincoln Highway, Ely, Nev.

ELY, NEV., TO EUREKA, NEV.

84.6 Miles, Completely Signed.

0.0—ELY: Northern Hotel. West on Aultman Street; 0.3 under railroad; 2.0 turn right and cross railroad; 2.4 Lane City; 3.0 cross railroad; 3.4 take right fork—follow railroad; 4.8 bad turn—run slowly; 5.1 left fork, following railroad; 5.6 take 2 left forks—signboard; 5.7 cross tracks; 6.4 right fork; 7.1 left fork (right to Copper Flat); 7.2 cross railroad and take right fork; 7.4 bear left at top of hill; 7.6 big sign—after viewing pit, turn around and retrace road to first fork; 7.7 left fork down main street; 8.0 cross railroad and bear right; 8.1 left fork; 8.2 cross railroad and climb hill; 8.6 keep to right of barn; 8.9 left fork; 10.1 through Rieptown; 10.6 bear right; 10.8 cross railroad; 10.9 bear right just below first summit; 11.6 left fork (right to Boston Ely); 13.3

left fork; 13.8 turn right at signboard; 19.0 "Jake's Summit"; 27.0 cross bridge.

33.1—MOORMAN'S RANCH: Water, meals, telephone to Ely; 35.5 ranch—water; 37.4 left fork (right to Little Antelope); 37.5 bridge; 39.5 spring—water; 41.5 White Pine Summit; 41.6 left fork; 46.2 swing right down hill near cemetery (opposite fork to Hamilton, one-half mile distant. Shields Hotel is famed for its meals and lodgings); 49.8 take left fork; 51.8 Six-mile house—water—end of telephone line to Ely; 52.0 curve around barn to right and keep right; left fork—signboard (right to Newark); right fork; left fork; Pancake Summit; 52.5 right fork; 63.8 keep left; 66.5 keep left; 67.7 keep right; 69.6 keep right; 73.8 Fourteen Mile house (on account of change in road reset speedometer to 69.6); 69.6 Fourteen-mile house—signboard—water not fit to drink—curve left around corral and go south; 75.0 curve right around point of rocks and follow railroad grade; 77.6 Pinto House—water.

84.6—EUREKA: Zadow Hotel, one block beyond court house—hot and cold water in every room—meals at all hours—free garage, gas, oil and supplies—Rudolph Zadow is local consul.

EUREKA, NEV., TO AUSTIN, NEV.

Five Hours, Signboards All the Way.

0.0—EUREKA: Zadow Hotel; go down Main Street; 0.6 left fork; 0.8 left fork down canyon; 4.4 cross railroad—left fork; 8.7 signboard; 10.8 take left fork; 13.5 ranch; 14.7 take right fork; 16.1 right fork; 18.4 right fork; 25.6 left fork—signboard; 27.6 water; 34.1 summit—water; 36.7 right fork; 37.8 right fork—signboard; 42.4 summit; 47.5 summit; 52.9 signboard; 59.9 water; 60.8 ranch—water; 62.7 ranch; 66.2 water; 66.9 summit—continue straight on down hill to

69.0—AUSTIN: International Hotel and garage (A. A. A. Official) W. J. Easton, proprietor, is local consul. "Bowser" filtered gas 35 cents; oils, etc.

AUSTIN, NEV., TO RENO, NEV.

0.0—AUSTIN: International Hotel, headed down hill; 0.1 right fork—down hill; 0.6 take middle fork; 0.8 between two cemeteries; 5.7 cross railroad track; 6.3 right fork; 6.6 pass house on right; 8.1 cross bridge; 15.3 take right fork; take left fork, take right fork at next two forks, passing stone ruins at 18.5; 20.3 take right fork; 20.6 take left fork; 26.8 look out for bad wash; 28.3 new pass—look out for rocks; 30.2 end of new pass; 31.7 take left fork; 40.3 pass ruined cabin; 48.3 Alpine-Shoshone Indian ranch—meals, gas; 53.0 take right fork.

61.5—EASTGATE: Meals, gas. Set speedometer at 0.0. Turn right around fence—travel west; 0.6 right fork; 3.3 signboard; 9.6 signboard, "Austin 76 miles."

10.1—WESTGATE: Water, telephone; 10.6 left fork—good roads from here to 19.4; 14.4 signboard—Fairfield—up short hill here; 16.9 under wires; 17.1 Fairview on left; 17.9 take right fork;

22.1—FRENCHMAN STATION: H. Bermond, prop.—meals. Take either fork from here, skirting mud flat—at converging point around mud flat ascend grade to 22.7 summit to grade—from here descend to 23.7 signboard; 30.4 Sand Springs; 40.0 signboard—take left fork;

42.0—SALT WELLS RANCH: Inquire road here through canals; follow main travel clear to Fallon, bearing northwest; 45.2 signboard; 47.6 signboard—cross bridge, take left fork and cross another bridge; 48.6 take right fork; 49.6 middle fork; take righ tfork and at 50.9 take left fork—cross bridge; 51.3 right fork; 51.8 middle fork; 52.3 take left fork—from about 52.8 follow along big canal, taking right forks; 54.7 cross bridge; 55.7 take left fork;

57.6—FALLON: Garage (official) G. C. Coverston, proprietor, opposite Overland Hotel. Full supplies, gasoline, repairs. I. H. Kent is local consul

0.0—At Kent Mercantile Co., facing west on Main Street; 0.1 turn left at court house; 1.4 crossroads—straight ahead; 1.7 cross railroad; 2.3 bridge—keep middle road; 2.7 take left fork and left fork again a little farther; 3.5 cross railroad; 4.6 pass farm; 5.2 take left fork along fence; 7.7 take right fork and cross bridge; 8.7 cross bridge.

9.0—LEETVILLE: 9.1 take right fork (left to Carson City); follow along railroad and at 9.9 cross white bridge over canal; 12.5 cross railroad; 16.0 crossroads—straight ahead; 16.9 cross S. P. main line.

17.4—HAZEN: Pass front of Palace Hotel, continue west on south side of tracks; 22.4 pass ranch (road parallels railroad along here); 26.9 take right fork; 27.2 left fork; take left fork again, at 27.9, pass county road sign; take right fork after this and at 28.9 take right fork; 29.2 pass house; 30.0 postoffice; 30.6 take middle fork—long distance phone here; 30.9 cross railroad; 32.2 take right fork; 33.1 cross bridge over Truckee River; take left fork, then cross railroad into

33.3—WADSWORTH: 33.4 take right fork—continue up railroad on south side; 35.4 cross railroad—pass signboard, "Reno 31 miles"—pass over summit; 38.8 pass signboard;

39.3—DERBY: 40.6 cross railroad; 41.5 cross railroad; 48.2 pass ranch; 52.5 cross railroad; 54.3 cross railroad—leave Sparks on left, turn up hill to county road; 67.5 meet and follow trolley line; 68.5 turn left on North Virginia Street.

68.7—RENO: Riverside Hotel, H. J. Gosse, proprietor of Riverside Hotel, is the best friend of tourists in Reno. (Hotels, machine shops, garages, oil, gasoline.) Reset at Riverside Hotel. C. T. Stevenson is local consul.

RENO, NEV., TO SAN FRANCISCO, CAL.

291.5 Miles—Reno to State Line, 58.0 Miles.

0.0—RENO: Riverside Hotel. Go south, bearing left out South Virginia Street; 6.5 cross railroad and take left fork, follow railroad to Carson; 9.1 take middle road; 9.5 cross bridge—signboard; 9.8 ranch; 10.1 cross irrigation ditch; 10.3 turn right; 11.3 cross bridge; 11.5 railroad crossing (Steamboat Springs); 12.7 railroad crossing; 13.2 railroad crossing; 14.1 bridge; 15.5 railroad crossing; 16.1 take left fork; cross railroad track, go up grade and take right right fork at top of grade; 18.8 take right fork; 19.5 take left fork; 21.0 take right fork; take left fork (Washoe Sink on the right); 26.5 take left fork; 27.9 pass signboard; 28.8 Lake View Tavern; 32.1 Arlington Hotel on right, W. J. Maxwell, proprietor, is local consul.

32.2—CARSON CITY: Capitol. Fountain. Turn right onto West King Street; 33.4 take right fork; 34.2 take right fork on Clear Creek road; 34.7 take left fork; 36.3 take right fork at signboard; pass through canyon, ascend very steep grade, keeping main traveled road; 39.2 take left fork; 43.6 top of grade; 44.7 ranch;

47.1—GLENBROOK HOTEL: Straight ahead along Lake Tahoe; 54.7 pass ranch and take left fork; 56.4 pass ranch; 56.8 take right fork; 57.1 Edgewood; 58.0 State line post—set speedometer at 0.0—bear right; 1.3 Bijou Inn; 2.4 Al Tahoe sign; 3.5 take left fork (right to Tallac); 4.3 gate; 4.8 take right fork; take left fork;

9.7—MEYERS STATION: Ascend heavy grade to 13.0, Summit, altitude 7394 feet; 15.6 Phillips Station.

20.2—STRAWBERRY: (Echo Postoffice). Cross bridge; 36.8 Kyburz; 39.0 cross bridge;

39.2—RIVERTON: 41.6 cross bridge; 43.4 Pacific House—"grand eats" here; ascend grade; 54.2 Camino; follow railroad.

61.5—PLACERVILLE.

PLACERVILLE, CAL., TO STOCKTON, CAL.

93.0 Miles.

0.0—PLACERVILLE: Straight ahead, cross railroad and take left

fork; 1.8 take left fork and cross bridge; 3.1 covered bridge; 3.5 right fork; 6.1 right fork; 10.1 Rescue Postoffice; 12.2 right fork; 12.8 left fork; 13.8 Green Valley Postoffice; 20.0 Blue Ravine Postoffice—turn right; 21.5 left fork; 23.4 keep left;

24.6—FOLSOM STATION: Straight on, following close to railroad along boulevard; 26.0 Natoma Station; 27.7 Aldercreek Station; 31.4 cross railroad at Jura Station; 34.2 Mills Station; 38.2 Manlove Station; 39.6 Perkins Station; 43.5 cross railroad and bear left onto M Street; 44.8 turn right onto 15th Street; 1 block and left onto L Street; 45.3 turn right onto 10th Street; 1 block and left onto K Street; 45.6 Postoffice, corner 7th Street; Capitol Hotel, opposite Postoffice, is recommended.

45.6—SACRAMENTO: Postoffice. Go south on 7th Street; 46.0 turn left onto P Street; 48.1 cross railroad at Standard Oil Co.; you are now on Stockton Boulevard; 63.4 cross railroad at McConnell; 65.4 pass Arno Station; 70.8 Galt; 72.1 cross bridge; 73.5 turn right, cross railroad, then turn left; 78.1 Woodbridge; take left fork; 78.5 cross railroad; 78.8 take right fork; 79.0 take left fork;

93.0—STOCKTON: Set at 0.0.

STOCKTON TO OAKLAND MOLE.

79.0 Miles.

0.0—STOCKTON: South on Center Street to Jackson; 0.6 railroad crossing; 0.7 railroad crossing; 1.1 Jackson Street, cross railroad and take right fork, cross bridge, cross railroad, cross two bridges to 6.7, French Camp; 6.9 cross railroad, take left fork, take right fork; straight ahead over crossroads; 11.8 take left fork; follow main road, crossing 4 bridges to 17.5, take right fork; 18.7 cross railroad; take right fork; 25.0 cross railroad; 25.5 take left fork; straight ahead over 2 crossroads; 30.2 take left fork; 35.5 cross railroad.

35.8—ALTAMONT: 37.4 railroad crossing; 38.8 cross bridge; 39.0 pass Granville School and take left fork; 43.4 railroad crossing; 43.6 railroad crossing; 43.8 Livermore; 43.9 railroad crossing; 44.4 take left fork and follow left at next fork; 50.6 Santa Rita Junction, cross railroad; 54.0 town—take right fork through Canyon road, crossing bridge to 60.7, Half Way House; 64.0 Hayward Hotel; straight ahead, taking right fork to

69.5—SAN LEANDRO: Straight ahead to

79.0—OAKLAND: Take Ferry to SAN FRANCISCO.

SNOWVILLE TO KELTON.

27.8 Miles.

0.0—SNOWVILLE: Take main road west; 0.5 keep road across creek; 0.9 straight ahead; 2.1 keep to right; 2.3 three roads—take right road to fence on right—at end of fence take fork to left; keep straight ahead to ranch at 5.9; cross canal 6.0; cross creek 6.9; continue main road to 7.4, Showell; continue west; turn left around fence.

8.7—MAIN FORKS: Take left road here to Kelton and Coast; left fork is not main traveled road, so be careful to note this point (main traveled road goes to ranches to Strevell, Ida.); follow left fork to

27.8—KELTON: Gas, hotel and general stores.

KELTON TO LUCIN.

56.4 Miles.

0.0—KELTON: Set speedometer at Jones' store; west from Jones' store, passing cemetery on left; take left road; continue straight ahead over hill; 6.3 left road over hill—main road; 7.6 main road; 9.2 bridge—main road; 10.3 right road; 12.4 right around fence; 13.0 keep to left—right-hand road to Park Valley; 19.2 bridge; 21.1 bridge; 22.6 right road—left-hand road leads to old Terrace; 25.7 bad road and bridge; 25.9 left road; 30.1 gate; 30.2 Rosebud ranch—travel around barn (it would be well to inquire at the Rosebud ranch, as changes are being made con-

tinually in this road); 31.0 left road—follow on southwest—main road toward railroad; 38.7 bridge; 38.8 bridge—keep straight ahead; 39.2 small house on left—follow main road; 47.2 follow main road south; 48.0 bridge; 50.0 ranch on right;

56.4—LUCIN.

LUCIN TO MONTELLO.

17.4 Miles.

0.0—LUCIN: Set speedometer front of Burk's store. Turn left; 0.3 bridge; 0.4 right road (not up hill)—follow main road west; 2.6 short stretch sand; 8.8 careful—high center—main road west to Tecoma, 10.2; at Tecoma cross track front of hotel, continue straight west, new road to

17.4—MONTELLO.

MONTELLO TO WELLS.

52.2 Miles.

0.0—MONTELLO: Set speedometer at 0.0 back of Railroad Hotel. Gas, oil and hotel here—good meals. Follow west, right side of track, front of residences; 0.9 cross railroad—take right road along railroad fence west; 11.9 section house on right; 12.1 Loray—station house on right; 14.9 cross railroad, thence to 17.1, Cobre—hotel and general store. Road runs south from Cobre, to Ely, Nev. Don't cross railroad; continue west on right of railroad tracks; 19.2 cross railroad at old granite walls; 19.8 right; 20.2 railroad pump house; 21.5 around railroad yards—road goes to right and can be seen over hills; 27.8 take old railroad grade to 29.5, leave grade; 29.6 back to grade; 29.8 off grade to left; 42.7 leave grade right; 44.8 back to grade; 45.8 off grade left; 52.4 cross railroad.

54.6—WELLS: Allen Hotel.

WELLS TO ELKO.

56.4 Miles.

0.0—WELLS: Gas, garage, general stores; set at 0.0; turn to left around Allen Hotel, going south toward mountains; follow road straight ahead; 1.0 cross railroad—good road; 5.2 farm house; 5.8 road forks—keep left main road—phone line on right; 8.2 pass ranch; 15.3 right and down lane; 17.0 meeting house—continue main road; 20.5 cross track;

20.5—DEETH: Depot on right. Leave Deeth by left road; 21.4 over railroad, thence left—main road southwest; 38.0 follow road along foothills up river; 38.7 bridge—straight ahead; 39.2 small house on left; 47.2 follow main road south; 48.0 bridge—careful; 50.0 ranch on right—several ranches along main road.

56.4—ELKO.

ELKO TO CARLIN.

23.2 Miles.

0.0—ELKO: Set speedometer at S. P. depot. Go straight west to corner; north to sign; then west; right-hand road; note sign ahead—follow railroad west; 12.2 follow west on old railroad grade; 14.5 short steep hill—follow main road; 21.2 bridge; 21.7 bridge; 22.2 bridge: 22.7 left road to Carlin (right-hand road at left of cemetery to Battle Mountain and western points); 22.9 cross railroad left.

23.2—CARLIN: Overland Hotel.

CARLIN TO BATTLE MOUNTAIN.

53.4 Miles.

0.0—CARLIN: Set speedometer at Overland Hotel; north to 0.2; cross railroad; follow main road left of cemetery; 8.6 Maggie Creek Canyon—board shack on left; 10.5 creek on right; 12.2 left; 14.0 left (right road goes to Lynn); 17.3 left road to Richmond mine; 18.6 summit; 22.9 old corral on left; 23.4 short, sharp hill; 23.5 corral at top of hill—take right-hand new road shooting across the valley southwest (left road leads to White House ranch, and if taken by mistake, go through White

House ranch and after passing ranch house, take north gate, continuing west through fields to main road—follow main road into

57.4—**BATTLE MOUNTAIN:** Capitol Hotel.

BATTLE MOUNTAIN TO WINNEMUCCA.

57.0 Miles.

0.0—**BATTLE MOUNTAIN:** Set speedometer at Capitol Hotel; 0.1 cross tracks; 0.3 left road—keep to left—follow main road northwest—be careful not to turn to left at pumping station in distance; 16.4 road straight ahead—right road leads to farm house; 19.4 cross track, then right to 20.6; follow main traveled road at right of railroad grade and on railroad grade into Golconda; then along railroad and main traveled road to

57.0—**WINNEMUCCA.**

WINNEMUCCA TO LOVELOCK.

75.4 Miles.

0.0—**WINNEMUCCA:** Set at 0.0 at El Dorado Hotel; travel straight south; 0.9 cemetery on left—follow main road; 1.7 short stretch sand; 2.5 slaughter house on right; 2.9 left road; 5.7 shack on right; 7.4 left road; 8.7 cross railroad; 8.9 right; follow railroad south; 10.7 creek on right; 20.0 little station on right—keep main road south; 20.8 left road; 21.8 little sand; 27.3 main road south; 28.6 left road into Mill City; 29.4 continue south left of railroad; 34.1 Imlay—meals and railroad hotel, general store; continue south left of railroad; 41.1 railroad houses on right of grove; 42.2 Humboldt Hotel at left; 42.3 right; 42.4 Rye Patch station—water here; continue south; 59.4 cross railroad to Oreana; 60.6 hotel and general store—follow south at right of railroad to 61.3, sharp hill; 62.1 follow river south; 63.6 hill—keep straight ahead; 64.1 bridge—follow main road along railroad to river; 65.6 right; 72.2 straight ahead south near railroad; 74.8 cross railroad, then right;

75.4—**LOVELOCK:** Cross railroad to Big Meadow Hotel.

LOVELOCK TO RENO.

107.8 Miles.

0.0—**LOVELOCK:** Set at 0.0 at Big Meadow Hotel; cross railroad front of Overland Garage; keep right road—Standard Oil tanks on left; follow road near track; 2.1 right; 4.5 left; 5.5 right; 6.0 left; 6.5 right, crossing track to left of old beet dump; 7.5 cross railroad, bear to left after crossing track, follow left road along foothills; 10.2 right after crossing track; 23.7 cross railroad, turn left; 31.7 left, following old military road—hot springs on left; 43.8 right road, crossing old railroad grade; 45.4 left, crossing old railroad grade; 55.7 right toward railroad; 62.0 cross railroad, going through gate; 62.4 right after crossing railroad; 67.2 right; 67.3 left; 71.3 right; 71.8 right; 72.4 left; 72.6 Fernley; 73.1 right; 73.3 cross railroad; 73.5 cross railroad to left; 74.5 left; 75.2 cross railroad to left; 75.6 cross river left; 75.8 cross railroad, turn to left at Wadsworth; 76.4 right; 77.7 cross railroad, turn to left; 79.6 right over hill; 82.8 cross railroad, follow old railroad grade; 96.2 cross railroad, then turn to left; 98.6 cross railroad, then turn to right; 99.9 cross railroad, then left; 102.2 left; 105.5 left; 107.3 right;

107.8—**RENO:** Cross railroad, following electric car line into Reno.

ASHTON, IDAHO

ASHTON, IDAHO—(Pop. 1500.)—Prosperous town on the Yellowstone Branch of the Oregon Short Line railroad, and the junction of the Victor branch. It is the last town in Idaho on the Yellowstone Park auto road. In the summer of 1915 a new road was constructed out of Ashton for a distance of twenty miles, connecting with the old auto road, a bridge was built across the Snake River, and the steep grade eliminated. This road established the Yellowstone Park travel through Ash-

ton. Ashton is the center of one of the greatest grain and farming sections in the west. It has a fine business district, a first class garage, good restaurants and hotel. All needed supplies for the park may be purchased here.

First National Bank—Capital and surplus, $40,000. G. E. Bowerman, president; J. A. McDonald, cashier; C. Ray Isenburg, assistant cashier. Do a general banking business. Information concerning this section cheerfully given.

Hotel Kirkbride—H. W. Kirkbride, proprietor. Modern, steam heat, baths. American plan. First class dining rooms. Large parties should phone for reservations.

Wanke & Schroll—Sell everything to eat and wear. Special service to Yellowstone auto tourists. When in Ashton make our store your headquarters. Always glad to give any information. Special service to phone orders from campers. Complete line of general merchandise, campers' supplies and fancy groceries.

Manning-Cleveland Co.—Dealers in hardware, sporting goods and tourist supplies. For your hunting and fishing trips buy your supplies from us, we are experienced in the class of equipment for hunting and fishing in this section, and sell just as cheap as you can buy first class goods in the east.

Royal Cafe—On Main Street. Steaks, chops, oysters and fruits in season. Open all the time. Special attention to auto tourist and Yellowstone travel. Phone 9-J.

ST. ANTHONY, IDAHO

ST. ANTHONY, IDAHO—(Ele. 4968. Pop. 2000.)—County seat of Fremont County and center of one of the richest agricultural sections of Idaho. Noted for the excellence of its grain, potato and seed pea crops. On the Yellowstone Park Highway. Has a well built business section, all kinds of supplies may be obtained here. Hotels and garages.

First National Bank—Capital and surplus, $100,000. F. M. Snell, president; G. D. Snell, vice president; L. S. Burrows, assistant cashier. Do a general banking business, and are always ready to answer all inquiries concerning this section.

King-Snell Realty Co.

M. E. King ST. ANTHONY, IDAHO F. M. Snell, Jr.

Write for

Complete Information on Great Southeastern Idaho.

Stock Ranches and Farm Lands a specialty. We have some good ones from 200 to 1000 acres. The Upper Snake River Valley is the banner grain section of Idaho.

DOWNEY, IDAHO

DOWNEY, IDAHO—(Ele. 4854. Pop. 700.)—Center of the great Marsh Valley. Surrounded by a very fertile country. Has abundance of water, and one of the most successful farming sections of Southeastern Idaho. On the Yellowstone Park Highway, being the junction of the two routes via Malad and via Cache Valley. Gas and oil should be obtained here, and all necessary supplies may also be purchased. The town is well built, has a good business district and is rapidly growing. Has good

hotel, a first class garage, and hot springs close by.

W. A. Hyde & Co.—Downey's Big Department Store. All lines of merchandise and supplies. Gasoline, oils, auto gloves, water bags and camp supplies.

Holmes & Moore—Druggists. Kodaks and photo supplies. Fine fountain. Cigars and drug sundries.

Auto Livery, Lawrence Byington, proprietor—Our new Buick car will take you to any point in this section. Special service to Malad, McCammon, Preston or Pocatello.

Downey Warm Springs—Two miles from Downey. Fine bathing, one of the pleasant places to spend an hour or an evening on your road to the Yellowstone.

RIGBY, IDAHO

RIGBY, IDAHO—(Pop. 1200.)—County seat of Jefferson County. A thriving town situated near the junction of the South and North Fork of Snake River, in Eastern Idaho, in the center of the largest body of irrigated land in the west. The South Fork of Snake River emerges from the canyon to the east and makes a large sweep to the northwest and uniting with the North Fork, thence running west and south on its long course across Southern Idaho. Rigby is the shipping center for the fine Idaho potatoes, because it is in the center of the great potato growing belt, sending out between 500 and 1000 cars every season of this product alone. In addition, thousands of acres of wheat, oats, barley, sugar beets, alfalfa, seed peas and apples are grown and marketed here. The community is very prosperous. The city is on the Yellowstone branch of the Oregon Short Line, and the State Highway to the Yellowstone National Park. Good hotels and the largest stores of Eastern Idaho grace the city. It has electric lights, paved sidewalks, court house, high schools and a modern water system. Hunting and fishing is unexcelled near Rigby, but the Rigby sports are very reticent about telling where it is. They want it undisturbed and perpetuated for themselves. George E. Hill, manager of the Quality Store, the largest in the city, is Mayor. Speed limit in city is 12 miles per hour.

THE PIKES PEAK OCEAN TO OCEAN HIGHWAY.

Logical Route of Great Scenic Interest for Transcontinental Motor Trip.

Few motorists will choose the route for their transcontinental tour merely because it saves a few miles of travel, or happens to be the most convenient. Those traveling to the Pacific Coast are on a "See America" expedition, and they naturally will select the route of greatest scenic and historic interest. That is why the discriminating motorist will travel at least one way over the Pikes Peak Ocean to Ocean Highway; and he will find, moreover, that it has as much, if not more, to offer in the matter of improved highway, as any other available route.

This highway crosses the central part of the United States in a line as straight as the contour of the country permits. From New York and Washington it follows the National Old Trails road to Indianapolis; from that city through Springfield, Ill., Hannibal and St. Joseph, Mo., Belleville, Kan., Colorado Springs, Colo., and Vernal, Utah, to Salt Lake City it has its own distinctive organization; and west of Salt Lake City to San Francisco it follows the line of the Lincoln Highway.

History places the stamp of approval on this as a logical transcontinental highway. As far as Indianapolis it follows the old Cumberland or National Road, built by the Government in 1806; it passes through Springfield, the home of Abraham Lincoln, and Hannibal, the birthplace of Mark Twain; it parallels the line of the first railroad ever constructed

across Missouri; passes through St. Joseph, the outfitting point in the "Pikes Peak or Bust" days and the starting point for the old pony express; passing at Belleville, Kan., near the site of the peace conference which Lieut. Zebulon M. Pike held with the Indians in 1806; and heading toward Pikes Peak, the goal of the pioneer and the mecca of the motorist. Through the mountains it follows the old trail made by the Ute Indians centuries ago, and in crossing Tennessee Pass it utilizes the grade that was made for the first railroad that ever conquered the Continental Divide.

Crossing the Middle States, the trip has no dreariness and no monotony. There are long level stretches through wheat and corn fields, picturesque bits of the road through delightful wooded valleys valleys, and just enough of a variety to make the ride pleasant. Then, on the plains country you read the story of the development of the West in the silent landmarks and in the evidences of a new agriculture that greet you along the way. The towering summit of Pikes Peak becomes your landmark as you near the Rockies, and you enter the gateway to the great scenic wonderland.

The road follows along the banks of rushing mountain streams, climbs through picturesque wooded hills, and gives you glimpses of snow-covered mountain ranges a hundred miles away, carries you in safety along "eye-brow" roads high on the sides of cliffs, and takes you to the very top of the world. You climb the Continental Divide on a road as smooth as a city pavement, and both the ascent and descent are on a four per cent grade. Now you proceed along the top of a canyon rim, and are thrilled as you look into the yawning depths; then you descend into peaceful, fertile valleys, and again you follow the course of a great, tumbling river, your auto winding around the base of towering, many-hued cliffs. You leave a rich irrigated section to travel for thirty miles through desert, and all at once you are again in a Garden of Eden. You find splendid graded roads all the way; you meet progressive and hospitable people; you have good accommodations; and you are impressed with the magnificence and grandeur of a 600-mile trip for the equal of which you might search in vain even the far-famed Alps.

Because it does traverse the heart of the scenic country of Colorado and Utah, the Pikes Peak Ocean to Ocean Highway holds the key to the transcontinental situation. It is the natural and the logical way.

The auto tourist traveling through the mountains of Colorado will receive a most delightful surprise as he enters the upper reaches of the Arkansas Valley and approaches the portals of the Continental Divide. The good roads system, beginning at Colorado Springs and extending through Chaffee County. continues into Lake, and this particular link in the Ocean to Ocean Highway is the contribution of Colorado's greatest mining district.

Scenic marvels abound, for the traveler is now in the region of the highest peaks of the Rockies, and the ramparts gleam with eternal snow the year around.

Soon after leaving Granite and its rich placer diggings, the traveler reaches Twin Lakes, the largest body of water in Colorado, glittering 9000 feet above sea level at the foot of towering peaks.

The highway leading to Leadville is a continuous panorama. At crossing the Divide after leaving the lakes, the view is one of majestic beauty. "The Wishbone" is the highest point on the Divide, and, if the day is pleasant, as it is likely to be 300 days in the year, a sweeping view is obtained covering hundreds of miles of the wildest mountain scenery.

AMERICAN FORK—(Ele. 4563. Pop. 3000.)—Thirty-one miles south of Salt Lake, on Pikes Peak Ocean to Ocean Highway and Grand Canyon Trail. Adjacent to some of the ruggedest peaks of the Wasatch.

American Fork Canyon five miles distant is one of the sights all tourists should see. Utah Lake Resort, two miles distant, is noted for fishing, boating and dancing.

Automobile Oils and Accessories—Wm. Thronton's, druggist. Corner opposite depot. Rexall Store. Fountain refreshments and cigars. Magazines and Log books.

Auto Gasoline and Oil—American Fork Co-operative Institution. "The People's Store." Organized 1868. W. H. Chipman, president; Joseph H. Storrs, treasurer and superintendent; Mark Bezzant, secretary. Store closes at 6 p. m. Both phones 2. If you need oil in emergency after hours call 39-A. Fill from tank in front of store. Complete supplies for fishermen, mountain climbers and hunters.

BEAVER CITY—(Ele. 6000. Pop. 2200.)—County seat of Beaver County and one of the live, hustling towns on Grand Canyon Highway. Beaver is located in a fertile valley that is noted for its agricultural products and dairying. The soil of this section is very productive, and the water is abundant and pure. It has well built business blocks, many of which are constructed from stone quarried from the nearby hills; good hotels, two banks, first-class public schools and Murdock Academy. Mineral, marble and intense agriculture await increased railroad facilities. The mineral prospects in the vicinity of Beaver are also very promising. In the Mineral Range that lies between Milford and Beaver are two districts, the Granite to the north and the Lincoln to the south end of the range. Both districts are fabulously rich in copper, also in silver, lead, gold and other metals. This range is about 28 miles long, and is from four to seven miles wide. The mineral outcrop is in evidence everywhere. There are also large deposits of granite, sandstone, and limestone, all of superior quality. Here is the opportunity for the prospector, the mining man, and the capitalist. The Beaver River Power Company furnishes light to Beaver and power to the various industries of this section. Beaver has concrete sidewalks, an excellent newspaper, a wideawake Commercial Club and excellent educational facilities in its public schools and Murdock Academy. Beaver is 32 miles from Milford, its shipping point on the Salt Lake Route. The Utah Transportation Company maintains a daily auto service to and from Milford.

State Bank of Beaver County—Beaver and Milford. J. F. Tolton, president; Warren Shepherd, vice president; N. P. Ipson, cashier. Capital and surplus, $40,000. Business for non-residents receives prompt attention. Information on this section cheerfully given.

Mansfield, Murdock & Co., General Merchandise—Incorporated for $20,000. Surplus, $16.000. Carries a general line of merchandise and is an up to date institution, denoting the character of the town.

Progress Meat Company—Dealers in all kinds of green, fancy and staple groceries, fresh, cured and cooked meats. Up to date cold storage. J. T. Tanner, manager.

First National Bank—Incorporated 1908. Capitalization $25,000. John F. Jones, president; Joseph H. Skinner, vice president; R. H. Barton, cashier. Ask for information concerning this section.

Utah Transportation Company—H. A. Larson, manager. This is the pioneer auto stage line service of Southern Utah. Autos leave Beaver every afternoon at 3 o'clock. Arrive Milford 5 o'clock.

Beaver Hotel—Headquarters for traveling public desiring a good place to stay. Everything first class. Most central, convenient and up to date. Sample rooms. Feed stable.

Auto Gas and Accessories—J. F. Tolton & Sons, dealers in general merchandise, supplies for tourists, fishermen and sportsmen.

Beaver Equitable Co-op.—Henry Frazier, superintendent. Dealers in general merchandise, camp supplies, ammunition, water bags, gasoline and oils.

BINGHAM—(Ele. 5862. Pop. 2991.)—Important mining camp, 25 miles from Salt Lake City. Terminus of the Bingham & Garfield railroad and the Bingham branch of the D. & R. G. The greatest copper producing properties in the world are here located, the most noteworthy being the Utah Copper Company, with a dividend record of about $25,000,000. No camp in the world has handled as great a tonnage in one year as has the camp of Bingham. It required two railroads, a long tunnel and a long tramway to carry the 6,650,345 tons of ore hauled out of the camp this year. To handle this gigantic tonnage would require 133,000 railroad cars and 6650 trains of 20 cars each were it necessary to transport all the ore by the railroads. A trip to Bingham is the most interesting, instructive and enjoyable one-day trip that can be made from Salt Lake City, either by auto or rail.

BRIGHAM CITY—(Ele. 4311. Pop. 4000.)—County seat of Box Elder County, 22 miles north of Ogden on the Midland Trail and Yellowstone Park route. First class hotels and Brigham Auto and Supply Garage. Surrounded by fine fruit section. Good roads. All kinds of supplies can be purchased here.

Boothe Hotel—Leading hotel of Brigham City. Official A. A. A. Modern. First class cafe in connection. Art Boothe, proprietor.

P. M. Ahrensbach—Motorcycles and motorcycle supplies.

Wynn L. Eddy—Brigham's live druggist can supply anything you may need in the drug line, periodicals or log books.

Kiser's New Hotel—Brigham's newest modern hotel. Steam heat. Rooms with bath. Prices reasonable. City Cafe in connection. A popular priced dining room.

CASTLE DALE—(Ele. 5550. Pop. 1000.)—County seat of Emery County, Utah, and the commercial center of Castle Valley, is a beautiful town located upon Cottonwood Creek, at the foot of the Wasatch Mountains, 31 miles south of Price station, on the main line of the Denver & Rio Grande railway, from which is operated a daily automobile service, carrying passengers and mail. The great coal measures of Castle Valley, which are estimated by the United States Geological Survey at 8,000,000,000 tons, are within eight miles of Castle Dale, and practically undeveloped. Twenty miles to the southeast of Castle Dale are the oil fields of Costle Valley awaiting development. Castle Dale is located at the junction of the state road from the Colorado state line, which is a part of the Midland Trail, and the state road north and south from Price to Salina and has a $35,000 academy attended by students from all parts of the mountain states; excellent public schools, a Commercial Club, seven up to date mercantile houses, a banking house, a roller flour mill, seed house and mills, creamery, a weekly newspaper, two doctors, a modern drug store, a dentist, a first class hotel, local telephone exchange connecting with the Bell system, electric lights and power, municipal water system in course of construction, cheap fuel, mild and invigorating climate.

Emery County Abstract Company—O. Sorenson, Jr., manager. Licensed abstractor. Real estate, fire insurance and surety bonds. Complete abstracts of title to all lands and town lots in Emery County. Money loaned on improved farms.

Emery County Bank—Capital and surplus, $34,500. Samuel Singleton, president; J. B. Crawford, vice president; Edmund Crawford, cashier; John Reid, assistant cashier. Business for non-residents receives careful and prompt attention. Write us for any information on Emery County.

Ira R. Browning, Civil Engineer, Castle Dale—Office Emery County Bank Building. Telephone 32. Reports on coal lands; mineral and coal locations made for non-resident locators.

Snow's Pharmacy—S. P. Snow, manager. Castle Dale's busy corner,

where the cars all stop. Sam's place has made Castle Dale famous for delicious fountain refreshments. Also cigars and toilet sundries.

Andersen Hotel—Only commercial hotel in Castle Dale. Homelike and comfortable. Good home-cooked meals. Touring parties and commercial trade solicited. Headquarters for Castle Valley Auto Service. Mrs. Kathinka Andersen, proprietress.

CEDAR CITY—(Ele. 5750. Pop. 2200.)—The biggest little town in Utah, is located in Iron County, on Grand Canyon Highway, 35 miles from Lund, its shipping point, on the Salt Lake Route, in the center of one of the greatest undeveloped districts of North America. An investigation of its latent resources will bear out this statement. Iron County contains one of the largest iron deposits on the continent, and these are adjacent to Cedar City. The area of exposure of these deposits is fairly well known, but there has been no work done to depth, but even at this the estimated deposit in Iron County is 200,000,000 tons. At the low price of $2 per ton this would give the Iron County deposit a market value of $400,000,000. The United States consumes more than 50,000,000 tons of iron ore per annum and the demand is increasing. The time is certainly measurably near when Utah's supply will be welcomed joyously by the iron market. Recently there was a meeting of capitalists from the Pacific Coast and Europe in Salt Lake City with the reported intention of developing these vast deposits. Nothing definite was given out, but the necessities of the market are bound to call for their development in the almost immediate future. Besides the iron deposits, Cedar City is adjacent to an undeveloped coal district, and south of here some 40 miles is every indication of petroleum. Great possibilities also exist for Cedar City in dry farming and the development of artesian water. Thousands upon thousands of acres of the finest agricultural land in the state lie dormant waiting the coming of the scientific dry farmer, and the conservative use and development of water. At the present tim ecattle and sheep are the chief resources. About 150,000 sheep and 25,000 head of horses and cattle feed on the abundant range of the surrounding hills. Cedar City is located on a most beautiful site in Iron County, 35 miles from Lund, its nearest railway point, on the Salt Lake Route, and 19 miles from Parowan, the county seat, and 55 miles from Beaver by road. It has well built business houses and comfortable, well kept homes. A branch of the State Agricultural College is located here. The town has electric light and a good water system, a bank and the most substantial mercantile houses in Southern Utah.

The Cedars—Best hotel in Southern Utah. Electric lights, baths, hot and cold water, sample rooms. New addition built in 1913 makes this hotel a strictly modern, up to date establishment. Table the best the market affords. Feed and stable accommodations for teams. Mrs. C. G. Bell. Phone 164.

Bank of Southern Utah—Capital and surplus, $115,000. Leading bank of Southern Utah. Business entrusted to us carefully looked after. U. T. Jones, president; David Bullock, vice president; S. J. Foster, cashier; E. M. Corry, assistant cashier. Write us for information concerning Cedar City and Iron County.

Cedar Mercantile & Live Stock Company—Largest mercantile establishment in Cedar. Clothing, dry goods, groceries, boots and shoes, hardware, vehicles, sporting goods, farm implements, camp outfits a specialty. Also growers of sheep and wool. Capital, $100,000. Surplus, $150,000.

Palmer Brothers—Manufacturers of and dealers in harness, saddles, saddlery, hardware, riding equipment, and all kinds of strap work. Repair work of all kinds. Phone 34 yellow.

Cedar City Co-op. Mercantile Institution—Established 1869. Capital, $40,000. Clothing, dry goods, boots and shoes, groceries, hardware and general merchandise. We offer to the buying public the best of service

and careful attention is given to every need. We also manufacture flour and mill stuffs in general. F. B. Wood, manager.

Cedar Sheep Association—Dealers in sheep, wool and general merchandise. Supplies for sheepmen, dry farmers, mining men, etc. Complete line of dry goods, groceries, hardware, gents' furnishings, etc. Largest line of shoes, Hamilton-Brown and John Strootman brands for men, women and children. Ammunition and sporting sundries. Henry Leigh, president; Joseph M. Perry, vice president; M. D. Higbee, secretary-treasurer and superintendent.

Leigh Furniture & Carpet Company—The largest furniture and carpet house in Southern Utah. We are agent for and carry the good ones. The famous Majestic range, the Hoosier Kitchen Cabinet, the Gunns' sectional bookcase. In short, we make a hobby of standard goods and at prices they are sold for in larger cities. W. H. Leigh, proprietor.

Cedar City Drug Company—Established 1894. H. P. Pettigrew, manager. Drug merchandise and sundries. Cameras, photographic supplies, sporting goods, fishing tackle, etc. Complete line of high class confectionery and best of fountain service. Tampa-Cuba Cigar Company's cigars. High grade canned goods.

Hospital of Southern Utah—Dr. A. N. Leonard, superintendent. This hospital offers to the people of Southern Utah the services of experienced physicians and competent nurses. Reservations may be made by phone.

Real Estate, Loans and Insurance—M. H. Dalley & Sons Company. If you are interested in Southern Utah, write us or call at our office. We can be of service to you if you desire to buy or sell real estate, make a loan or take out insurance. Land, mineral and water surveys. Filing and final proofs. Licensed abstractors.

Hauchen & Arthur—Auto Stage Line, daily between Cedar City and Lund. Fare $2.00, including 50 pounds of baggage. Drives made to all points desired. Case Auto Agency and Goodyear Tire Service.

CIRCLEVILLE—(Ele. 5624. Pop. 800.)—In Piute County, 25 miles south of Marysvale, its nearest railroad point, Circleville is on the Grand Canyon route via Richfield and Panquitch. Circleville is located in a very fertile valley that has an abundance of water and many acres of fertile land. Here are some fine opportunities for farmers and stock raisers. Adjacent to Circleville are some of the finest hunting and fishing grounds in the west. Jimmy Steele, at Circleville, will gladly furnish information to all who will write him on any subject pertaining to Circleville and vicinity. Puffers Lake, some 16 miles from Circleville, is one of the finest fishing points in the south of Utah, as well as one of the most beautiful.

Steele Hotel—Only commercial and tourist hotel in Circleville. First class accommodations. Garage in connection.

James A. Steele—Dealer in general merchandise. Get your gas from a Bowser filtered tank. Supplies for autoists, campers, hunters or fishermen. Auto accessories and supplies. Also dealer in ranches and real estate. Will furnish on short notice horses or guides for hunting and fishing parties to all points in Southern Utah.

COALVILLE—(Ele. 5571. Pop. 1000.)—County seat of Summit County, and the first town coming into Utah over the Lincoln Highway. Pleasant little town adjacent to good hunting and fishing in season. Parties going east over the Lincoln Highway should see that they have all needed supplies before leaving Coalville, as it is the last supply point until Evanston, Wyo., is reached.

First National Bank—James Pingree, president; B. G. Blackman, vice president; Alfred Blondquist, vice president; Frank Pingree, cashier. Capital, $25,000. Surplus, $10,000. Banking in all its branches. Write for any information on this section.

Summit Furniture & Mercantile Company is the official Lincoln Highway headquarters for tourists. They carry everything in auto accessories. Any information concerning roads, fishing, camping, or recreation grounds cheerfully given. Ask for Jake Hoffman.

COLTON—(Ele. 7171. Pop. 150.—Railroad junction and shipping point on the D. & R. G. in Utah County. Junction of Pleasant Valley branch to the coal camps at Scofield and Clear Creek. On the Pikes Peak Ocean to Ocean route through Utah, via Provo and Midland Trail. Distributing and shipping point for sheep and cattle men.

Thomas Hotel—Colton's popular hotel. Meals at all hours. Special service to auto parties and commercial trade.

DELTA—(Ele. 4600. Pop. 500, est. 1908.)—Prosperous community in northern part of Millard County, 134 miles south of Salt Lake City, on the Salt Lake Route, surrounded by a large area of fertile land adapted to alfalfa, grain, sugar beets, potatoes and all garden products. This little community is one of the live, hustling, growing sections of the state, that invites homeseekers to join them in building up one of the most promising districts of the west. In the past two years a number of fine buildings have been erected to house the business interests of the town. New sidewalks have been laid, and a general appearance of permanency and prosperity has crowned the efforts of the builders of this new community. The crops for 1915 have been exceptional, many record yields of wheat, oats, barley and alfalfa are recorded. Delta promises to be the leading farming section of western Millard County and is increasing rapidly in population.

Eccles Co-operative Mercantile Institution—Delta and Sutherland. Incorporated 1913. S. W. Eccles, president and manager; J. H. Eccles, Jr., vice president; A. S. Higgie, secretary; Anna Eccles, treasurer. Complete line of dry goods, groceries, hardware, sporting goods, farming implements, lumber, coal and Red Devil Portland cement. Exclusive on the Scowcroft line and their famous **Never-Rip Overalls.** We handle the **Spring Canyon** coal. Branch store at Sutherland, the new town, six miles northwest of Delta. When in Delta make our store your headquarters. **We are in it every minute.**

Delta Hotel—B. E. Cooper and Co. A new well built hotel that caters to the commercial man, homeseeker and traveling public generally. Sample rooms. First class dining room in connection.

Delta Livery—A. B. Ward, proprietor. Livery, feed and sale stable. Bus, baggage and transfer. We drive to Hinckley, 7 miles; Oasis, 5 miles; Deseret, 6 miles; Oak City, 15 miles; Holden, 30 miles; Fillmore, 40 miles.

B. E. Cooper Auto Livery—Best Auto Service in Millard County. Side trips to any point in the county at mileage rates. Three big cars that get you there and get you back.

The Hub Mercantile and Produce Co.—John E. Steele, Mgr. Lubricating oils, guns, ammunition, hardware, furniture, farm implements. When in Delta make our store your purchasing and information headquarters. Visitors always welcome.

The Hub Cafe—Our motto, "Courtesy and Cleanliness." Steaks, chops, oysters in season, meals at all hours. Best dining room in Delta. Auto road here branches for Fish Lake. Be sure you have plenty of gas, oil and water.

DUCHESNE—(Ele. 5515. Pop. 300.)—County seat of Duchesne County, and center of a very large area of uncultivated land. Railroad transportation would guarantee the future of this section. On the Ocean to Ocean Highway. Daily auto stage service to Helper and Vernal. Garage and hotel.

ELSINORE—(Ele. 5335. Pop. 800.)—Located in Sevier County, on

the San Pete Valley branch of the D. & R. G. In the center of one of the best agricultural districts of the state. All farm products, wheat, oats, alfalfa, are produced in abundance, while the sugar beet crop is one of the best, both in tonnage and sugar test in the state. The Sevier Valley sugar plant of the Utah-Idaho Sugar Company is but two miles distant, with Elsinore its shipping point. Dairying is also an important industry and well bred dairy stock is one of the valuable assets of this section. The town has well built business blocks, good schools and electric lights. The largest flouring mill in Southern Utah is also located here.

Elsinore Drug Company—C. M. Porter, proprietor. A first class drug store that carries a complete line of drugs, medicines, cigars, confections, books, periodicals, etc. Best fountain service in town. When in Elsinore call at our store. Special attention to the needs of pleasure parties, tourists and theatrical people.

Elsinore Roller Mills—J. M. Parry, manager. The largest roller mill in Southern Utah. Its products are well known for their uniform high quality. The capacity of this mill is 50 barrels per day, and it furnishes a market for the wheat crop of this section. **Elsinore High Patent** is standard for quality wherever used. Wholesale and retail. Also dealers in coal and salt.

Livery and Feed Stable—Bell Bros., proprietors. Shelter for autos. Best single and double rigs to be had. Careful, competent drivers. We aim to give first class service for long or short drives. Special service to parties going to Grand Canyon. Fine saddle stock. Reservations and rates furnished at request. We drive to sugar factory, 1½ miles; Monroe, 5 miles; Richfield, 7 miles; Loa, 57 miles; Joseph, 6 miles; Central, 3 miles; Anahella, 5 miles. Elsinore is the nearest Sevier Valley point over the mountains to Millard County. Kanosh, 25 miles; Fillmore, 46 miles; Beaver, 55 miles. Also haulers of freight and coal dealers.

EMERY—(Ele. 6000. Pop. 800.)—Agricultural town, 60 miles southwest of Price, its railroad and shipping point. Alfalfa seed, sheep, cattle and grain. Coal and mineral await railway facilities. Good stores and hotel.

EPHRAIM—(Ele. 6000. Pop. 2296.)—A live, hustling town on the Sanpete branch of the D. & R. G. railway. One of the most progressive towns in the state. Noted for its cattle, sheep, wool, agriculture, stone quarrying. Good business blocks, good public schools and Snow Academy.

Bank of Ephraim—A. N. Bjureguard, president; C. Willardsen, vice president; F. H. Rasmusson, cashier. Capital and surplus, $50,000. Established 1906. Transact a general banking business and render prompt and efficient service to all business put in our care.

The Dell Hotel—Del Anderson, proprietor. Ephraim's new, modern hotel. Steam heat, electric light, hot and cold water in every room, bath, etc. Large, spacious dining room, modern in every respect. Fine sample rooms. Solicit the business of those demanding the best.

EUREKA—(Ele. 6400. Pop. 3416.)—In Juab County, on the Tintic branch of the D. & R. G. and the Salt Lake Route, 89 miles south of Salt Lake City. Principal camp in the famous Tintic district. Eureka is one of the most orderly and pleasant mining camps in the west. It has several large mercantile establishments, a bank, auto livery service, two garages.

FAIRVIEW—(Ele. 6033. Pop. 1218.)—On D. & R. G. railway. A thrifty little agricultural town. Dairying, cattle, sheep are leading resources. Fairview butter is a standard of excellence.

State Bank of Fairview—Capital 25,000. Opened April, 1914. Do a general banking business. Business for non-residents receives prompt attention. Andrew Lasson, president; A. R. Anderson, vice president; Peter Sunwall, cashier.

FARMINGTON—(Ele. 4231. Pop. 1231.)—On O. S. L., D. & R. G. and Bamberger systems. Pleasant town, center of a very fertile and beautiful country. County seat of Davis County. Noted resort, Lagoon, is located here. Popular trip for auto parties from Salt Lake and Ogden. Excellent roads.

Farmington Hotel—Hyram Van Fleet, proprietor. A strictly high class European hotel, which caters to the commercial and auto party trade. The most beautiful and best appointed country hotel in the state. Reservations and service may be made by phone. Remodeled and refurnished. Sample room. Our cafe has the best the market affords. Bell 4.

FERRON—(Ele. 6300. Pop. 800.)—In Emery County, 45 miles from Price, its shipping point on the D. & R. G., and 12 miles from Castle Dale, the county seat. In the center of a rich valley adapted to all agricultural products, alfalfa, potatoes, honey, grain, sugar beets, etc. Cattle and sheep that run on the extensive range in the vicinity are also big producers of wealth.

FILLMORE—(Ele. 5700. Pop. 1500.)—Former territorial capital. County seat of Millard County, 35 miles from Delta, its railroad shipping point. Fillmore is located in one of the most fertile sections of the state. All farm products thrive, and recent experiments with apples, peaches, etc., have demonstrated that this is one of the coming fruit sections of the state. Fillmore is one of the important stops on the Grand Canyon trail, via Beaver and Cedar City. It has many historical associations, and during the early history of the territory was made the capital by Brigham Young. A new high school has recently been erected and an electric light system installed.

Robinson Hotel—Harrison Anderson, proprietor. The leading hotel of Fillmore. Special attention given the auto touring parties and commercial travelers. Reservations may be made by mail or phone. We make a specialty of good, wholesome meals.

James A. Kelly—General merchandise. Gasoline, oils, etc. Camp equipment and supplies.

State Bank of Millard—George W. Nixon, president; Rufus Day, cashier. Capital, $25,000. Do a general banking business. Information on Millard County cheerfully furnished.

Stevens Mercantile Company—Auto oils, gas and accessories. We make a specialty of taking care of the auto touring trade. General merchandise, hardware, camera supplies.

GARLAND—(Ele. 4284. Pop. 800.)—On Malad branch of O. S. L. railway. A growing town surrounded by good farming and sugar beet land. Has several stores, bank, Utah-Idaho Sugar Company factory, employing 200 people, etc. Rapidly becoming one of the leading apple producing sections of the state, the soil and climate being particularly adapted to apple culture.

Manausa Hotel—Garland's new, modern hotel. Everything first class. We cater to commercial trade, auto tourists and theatrical troupes. Steam heat, electric light, bath, etc. The traveling public will find this one of the best managed popular priced hotels in the state. Cafe in connection.

Auto Garage—E. V. Schneider, prop. Auto garage, small repairs, light tire work, oils, etc. If in trouble day or night, ask Central to give you Schneider, the garage man.

GARFIELD—(Ele. 4250. Pop. 700.)—Smelter town on shores of Great Salt Lake, on main line of Salt Lake Route, 15 miles from Salt Lake City. One of the largest ore reduction plants in the west is located here, capacity, 15,000 tons per day.

GLENDALE—(Ele. 5700. Pop. 500.)—Located in Long Valley, in Kane County, 22 miles north of Kanab, the banking point and county seat. Glendale is located in one of the most beautiful districts in the

state and has within a day's journey of it, some of the most notable scenery in the entire west. Little Zion Canyon, some 30 miles from Glendale, is a small Grand Canyon and for scenic grandeur, variety and change of color, depth of chasms and precipitate heights, it has no rival in the west except the mighty canyon of the Colorado to the south. Close by are smaller canyons rich in the splendor of nature's architecture. To the tourist seeking a few days' recreation, here is a spot where time could be well spent. The climate is delightful, nights cool, fishing and hunting in season, and the great expanse of one of nature's wonderlands for a playground. At the present time cattle and sheep are the chief resources but with transportation facilities this section has many thousand acres of land that will be claimed by the dry farmer and the irrigationist.

The Glendale Co-op.—Dealers in general merchandise, groceries, farm implements, etc. Special attention given to tourists and pleasure-seekers. Our stock is complete in all departments for supplies for camping, fishing and hunting. Gasoline.

Carpenter Hotel—Mrs. J. C. Carpenter. A clean, comfortable hotel, where first class home-cooked meals are served. Travelers going through this section will find this a good place to stop. Both shelter for autos and a No. 1 feed stable in connection.

GREEN RIVER—(Ele. 4080. Pop. 628.)—Located on the Green River, in Emery County, on Midland Trail. It is a city of the third class, located 186 miles southeast of Salt Lake City, 105 miles west of Grand Junction, Colo., on the main line of the D. & R. G. railway, of which it is a freight division point.

GUNNISON—(Ele. 5215. Pop. 1400.)—Rapidly growing town in Sanpete Valley on D. & R. G. railroad. Center of a large area of very fertile land that is adapted to fruit, apples, garden products, alfalfa, grain, etc. New water system recently installed. Has electric lights, new concrete sidewalks, the finest picture house south of Salt Lake and a good, live Commercial Club.

Gunnison Motor Company

Garage—Clement & Jensen, proprietors. Gunnison's new garage. Equipped for all kinds of work. We carry gas, oils, accessories, inner tubes, casings, spark plugs, etc. When in Gunnison leave your car with us. If in trouble out of town, call us up and we will come and get you. Culco oils.

Hermansen's Roller Mill—N. T. Hermansen, prop. Daily capacity 75 bbls. New Empress and White Rose are leaders among good brands of flour.

HEBER—(Ele. 5590. Pop. 2500.)—County seat of Wasatch County, and terminus of the Provo Canyon branch of the D. & R. G., 26 miles from Provo. Heber is situated in a beautiful valley of the Wasatch. On all sides rise mountains of rugged proportions, the loftiest peak being Mt. Timpanopos, 12,000 feet. The Heber Valley enjoys beautiful summers, and is one of the most delightful spots the tourist or fisherman could select for a few days' outing. Mountain climbing, bathing in the hot pots, fishing, horseback riding and motoring can all be enjoyed in their fullest in and around Heber. The country around Heber is devoted to agriculture and dairying. Sheep and cattle range by the thousands in the nearby hills. The town has well built and beautiful homes, and some very substantial business houses, a modern high school, electric lights and pure spring city water.

Wasatch Livery and Auto Service—L. Hylton, proprietor. Phone 16. Special attention to commercial trade. Livery, transfer baggage. We drive to Kamas, 18 miles; Park City, 14 miles; Charleston, 5½ miles; Midway, 3 miles; Walsburg, 16 miles. Bus meets all trains. Auto service in connection, and shelter for autos.

The Fern Lunch Room—Dudler & Yake, proprietors. A first class lunch room that makes a specialty of lunches and short orders, served at all hours. Auto parties, hunters and fishermen will find our service to their liking. Reservations may be made for parties.

Heber Mercantile Company—Gas, oils and accessories. Dealers in general merchandise, groceries, hardware and everything you eat or wear. Our line of fishing tackle, sporting goods, ammunition, guns and camp supplies is complete. This is the big store on Main Street.

Garage and Repairs—W. D. Johnson. Across from the bank. Bring your auto trouble to me. Repairs of all kinds and accessories. If you have trouble outside of town, phone and I will come and get you.

Bank of Heber—Capital, $50,000. Surplus, $25,000. Joseph R. Murdock, president; William L. Turner, vice president; George M. Jorgensen, cashier. Do a general banking business. Information on this section or road inquiries cheerfully answered.

HELPER—(Ele. 5840. Pop. 816.)—Railroad division town on D. & R. G. railway. Good schools, mercantile houses, bank, etc. Monthly pay roll about $40,000. When coal fields adjacent to Helper are developed it will be an important fuel supply point.

HOLDEN—(Ele. 5700. Pop. 700.)—In Millard County, on the Grand Canyon route and junction of the Grand Canyon road and the road to Delta and Oasis. Gas, hotel and supplies may be obtained here.

Teeple's Hotel—One of the oldest hotels in Utah. Good beds and home-cooked meals. Blacksmith shop where small repairs may be had in connection. Late travelers at night can get meals.

Holden Co-op. Mercantile Institution—Gasoline and supplies, ammunition, camping and general merchandise. Water bags, lubricating oils, etc. On main road.

HUNTINGTON—(Ele. 5690. Pop. 1100.)—A growing and prosperous town in Emery County, 23 miles from Price, its shipping point, on the D. & R. G. Huntington is located in the midst of many latent resources. The great undeveloped coal fields of Emery County are but a few miles distant, while extending for miles in every direction are countless acres of fertile land awaiting the coming of capital to develop water and the scientific methods of the dry farmer. Huntington, at the present time, is noted for its alfalfa seed and honey, about five cars of the latter being exported annually. Cattle and sheep are also important factors, as are wheat, oats, potatoes, etc. The soil has been tested for sugar beets and those grown as experiments have been very successful. Huntington is a progressive and wideawake community, and offers to capital and homeseekers alike, exceptional opportunities. The town has several live mercantile houses. The new home of the Miller Mercantile Company cost $15.000 and is the largest mercantile establishment in Emery County.

Miller Mercantile Company—George M. Miller, manager. Dealers in general merchandise, building material, furniture, cement, wall plaster, ammunition, guns, etc. Undertaking supplies.

The Brasher Hotel—R. Brasher, proprietor. A first class hotel that caters to the commercial trade and travelers. Rooms clean and comfortable, table served with wholesome home-cooked mals. Auto service, livery and feed stable in connection.

Castle Valley Banking Company—Home of good banking. Opened 1913. Do a general banking business. Business for non-residents promptly handled. Write for any information on this section.

JUNCTION—(Ele. 6000. Pop. 400.)—County Seat of Piute County, on Grand Canyon road via Panguitch. Farming, sheep, cattle. Daily stage. Marysvale 16 miles and Panguitch 36 miles.

Stoney Hotel—J. H. Stoney, proprietor. Comfortable, homelike hotel, that serves good meals and appreciates your trade. When in Junction make Stoney's your home. Auto livery in connection. We

drive to all points. Shelter for autos, and gasoline.

KANAB—(Ele. 4925. Pop. 800.)—County seat of Kane County, and commercial center of Kane County and the "Arizona Strip," or that part of Arizona north of the Colorado River. At the present time Kanab is 120 miles from railroad facilities, its shipping point being Marysvale, the terminus of the Sanpete branch of the D. & R. G. It is the gateway to the Grand Canyon of the Colorado from the Utah side, and as soon as an auto road is built to Kanab it will be one of the important points to the auto touring public. Kanab is situated in an empire of opportunity, the development of which depends to a large measure on rail transportation. The climate is ideal and the soil fertile. All farm crops, wheat, oats, barley and alfalfa, thrive. Fruits, such as the raisin and wine grapes, apples, peaches, plumbs, apricots and all small fruits grow in profusion. At the present time cattle and sheep are the chief sources of revenue, Kanab being one of the leading towns of the state in these industries. Kanab is beautifully situated, its southern sky line being the famous Kaibab forest, that extends to the rim of the Grand Canyon. From Kanab to the Grand Canyon is 50 miles, to Bright Angel, 70 miles. The trip down through Kanab to the Grand Canyon will soon become one of the country's most famous routes. Twenty miles of road building on either side of the Wasatch will give a first rate auto road to the Titian of Chasms. Kanab is an exceptionally comfortable and well built town. Recently several new business blocks have been erected, among them being the State Bank building and the home of the Jepson Confectionery. The new home of the Kanab Equitable, erected in 1915, and the largest business block in town, are the most recent additions to the business district.

Kanab Equitable—L. B. Pugh, manager. Auto gas and oil, also dealers in general merchandise, dry goods, boots, shoes, hardware, harness, saddles, groceries, ammunition and all supplies needed for pleasure parties, campers, hunters, etc. On your road to the Canyon, stop at the Equitable.

Jepson Confectionery Parlors—Louis Jepson, proprietor. A modern, up to date confectionery and ice cream parlor, where all the leading makes of confectionery are carried. Fountain new and sanitary. Also oranges, lemons and fresh fruits in season. Tourists will find our goods and service the best.

Stockmen's Store—John W. Glazier, treasurer and manager. A new and complete line of general merchandise, groceries, cured meats and canned goods. Camping parties and tourists are invited to our store, where they are sure of best treatment and lowest prices.

Bowman & Co.—E. D. Wooley, president; Thomas Chamberlain, manager. Dealers in general merchandise. Boots, shoes, dry goods, notions, hardware, agricultural implements, flour and grain. Cowboys', sheepmen's and miners' supplies.

Kanab State Bank—A. D. Finlay, president; Louis Jepson, vice president; James L. Pelton, cashier. Do a general banking business, and give special attention to business sent us by non-residents. Any questions concerning Kanab and Kane County cheerfully answered.

KANOSH—(Ele. 5220. Pop. 600.)—Agricultural village in Millard County, on the Grand Canyon Highway. Supplies, gas and hotel here.

George Hotel—Mrs. George A. George. First class homelike hotel. Clean and comfortable and good meals. Where the commercial men stop.

Kanosh Mercantile Company—Gasoline, oils and supplies. Just opposite hotel. Campers', hunters' and tourists' needs supplied.

LEWISTON—(Ele. 4690. Pop. 1000.)—Of all the districts of the beautiful and fertile Cache Valley, none are more favored by nature in the abundance and diversity of crops than is the farming district tribu-

tary to Lewiston. The soil here is particularly adapted to the culture of potatoes, sugar beets, alfalfa, wheat, oats, barley, etc., and this section annually produces large export tonnage of these various products besides its large output of milk, butter and eggs.

Lewiston Mercantile Company—M. J. Swinyard, manager. Lewiston's leading merchandise establishment. Carries a complete line of general merchandise, clothing and furnishings for men and women, dry goods, boots, shoes, notions, hats, caps, groceries, etc., hardware, building material of all kinds, cement, plaster and building hardware. This firm has a large commodious building on Lewiston's principal business corner and is one of the live mercantile houses of Northern Utah.

Lewiston Drug Company—P. E. Van Orden, president; P. B. Van Orden, secretary and manager. One of the 7000 Rexall stores. Carry a complete line of drugs and drug sundries. Prescriptions carefully compounded. Orders for parcel post delivery given immediate attention. Best fountain in the valley north of Logan. Pleasure and auto parties will find our fountain refreshments and service the very best. Key West and domestic cigars, magazines and news. We carry the leading lines of confectionery. Gasoline for automobiles.

Citizen's Trading Co.—Gas, oils and complete supplies for tourists, picnic parties, and fishermen. When in Lewiston give us a call. Everything to eat or wear.

LAYTON—(Ele. 4329. Pop. 700.)—Garden and farming. Bamberger electric, D. & R. G. and O. S. L. railways. In Davis County, on the state auto road, between Salt Lake City and Ogden.

Auto Gasoline—Layton Drug Company. Open day and night. A complete line of drugs, Key West and domestic cigars, cold soda, fountain refreshments, etc. Robert Birkin, proprietor. Bell 99-N. Local, 9.

LOA—(Ele. 7000. Pop. 350.)—Cattle, sheep, agriculture. County seat of Wayne County, 55 miles southeast of Richfield, its banking and shipping point.

LOGAN—(Ele. 4500. Pop. 8000.)—County seat of Cache County, and the metropolis of Cache Valley. An enterprising little city that is rapidly growing in wealth and population. It has all the modern equipment of city life—water system, electric lights (the cheapest in the state), sewers, sidewalks and a first class street car system. Its educational institutions rank not only among the best in the state, but in the country. The Agricultural College, which is built on one of the most beautiful college sites in the United States, is noted for the high standard of its work and the competency of its graduates. It has been a notable factor in the development of Cache Valley, and the application of the lessons learned at the A. C. means thousands of dollars annually to the farmers of this section. Logan has two other excellent sectarian schools in the Brigham Young College and the New Jersey Academy. The public schools are of high standard. From a commercial standpoint Logan has many prosperous institutions. The Amalgamated Sugar Company has a factory here, there are several knitting factories, two milk condensing plants, several flour mills, two electric plants, and numbers of small enterprises.

New Jersey Academy—A boarding school for girls. Thirty-fifth year. Departments of domestic science, music and elocution. The school offers courses in two departments—Academic and Preparatory. Preparatory courses include Seventh and Eighth grades. The Academic gives four years of High School work. Students completing the Academic course are prepared to meet the entrance requirements of our best colleges. The Academy is centrally located in Logan, a city noted for its beautiful situation and healthful climate. The grounds are surrounded by stately trees and beautiful, well kept lawns. Each student receives individual attention and there is close relationship between instructor

and pupil. Send for catalogue. 55 North Second West, Logan, Utah, Faith B. Haines, Acting Prin.

MARYSVALE—(Ele. 5839. Pop. 300.)—Terminus of the Sanpete Valley branch of the D. & R. G. railroad, and an important forwarding and shipping point and mining town. The Marysvale district has produced in the past millions of dollars' worth of ore, and from recent development in several of the properties it would seem as if this once famous camp was to return to the ranks of the big profitable producers.

Auto Gas and Oils—The Cameron Mercantile Company, the leading mercantile establishment in Marysvale. Sheepmen's, ranchers' and miners' supplies a specialty. Special attention given to mail orders. Forwarders and distributing agents. Staple and fancy groceries, fresh and cured meats. Pleasure parties and campers will find our line of provisions the best.

The Pines—Leading hotel of Marysvale. Excellent table and comfortable rooms. We cater to the commercial and mining trade. Bus meets all trains. W. H. King, proprietor. Shelter for autos.

MANTI—(Ele. 5530. Pop. 2423.)—County seat of Sanpete County. Leading sheep and wool town of the state. Located on a beautiful site that overlooks the surrounding country for many miles. Temple hill, with its magnificent Mormon temple, built from stone taken from the hill on which it stands, is one of the imposing sights of Southern Utah. Manti has excellent school system, pure water, electric lights, one of the finest opera houses in the state, and many blocks of new concrete sidewalk, bank, flourishing mill, important mercantile establishments. Manti is the home of many prominent sheep and cattle men. Parry Bros., who have made Sanpete County famous with the product of their stone quarries, also have their business offices here.

Manti Auto Livery and Feed Stable—Barton Bros. Phone 74. Best service in Manti. Commercial men, let us tell you how to save time. Auto to all trains. Trunk hauling. Driving for commercial men our specialty. We drive to Ephraim, 7 miles; Gunnison, 15 miles; Salina, 30 miles; Spring City, 18 miles; Moroni, 21 miles; Fountain Green, 28 miles; Mount Pleasant, 22 miles.

Savoy Hotel—Manti's new, modern, steam-heated hotel. Only first class hotel in Manti. Hot and cold water, baths, etc. Dining room first class in every particular.

MIDWAY—(Ele. 5559. Pop. 1000.)—In Wasatch County, three miles from Heber, its banking and shipping point. Midway is located in a beautiful valley that is noted for its agricultural wealth, sheep and cattle. But the thing that has made Midway famous throughout the country is its proximity to the famous Hot Pots. These natural phenomena are one of nature's peculiar freaks in warm spring building. Within a short distance of Midway are several of these famous springs. They get their name, Hot Pots, from the peculiar deposits of lime rock that nature has built around each spring. The most famous of these is Schienetter's and Buhler's, both within the confines of Midway. This is one of the most pleasant spots in the state for a week's end or a summer vacation. The finest mountain climbing in the state may be enjoyed from here, in the ascent of Mt. Timpanogas to an elevation of 12,000 feet and perpetual snow. It is surrounded by some of the best fishing streams in the country, and in the shooting season ducks and grouse are abundant.

Midway Drug Company—H. T. Coleman, manager. Drugs and drug specialties. After a plunge in the Hot Pots or a ride in your auto, try our fountain refreshments, confectioneries or cigars. Complete line in all departments. Toilet preparations and prescriptions.

Van Wagoner Bros.—Dealers in general merchandise. Dry goods, furnishings, etc. Our grocery department will supply the needs of the

camper, picnic parties, fishermen and hunters. Guns, ammunition, fishing tackle, fishing roads, etc. When in Midway make this store your headquarters.

MILFORD—(Ele. 4971. Pop. 1200.)—Important railroad, agricultural and distributing point on the Salt Lake Route in Beaver County, 207 miles south of Salt Lake City. The Salt Lake Route here maintains the largest shops of its eastern division, which gives to Milford a large permanent pay roll; the town is growing rapidly and has an assured future.

MOAB—(Ele. 4000. Pop. 615.)—County seat of Grand County, 36 miles south of Thompson, its shipping point on the D. & R. G. Any crop that is susceptible to fertile soil, warm sunshine and irrigation, grows to perfection in Moab. Among the products of the valley are all kinds of small fruits and vegetables, corn, wheat, oats, barley and other cereals. Tomatoes, cantaloupes, watermelons and citrons, of the largest size and finest flavor, are grown here. Two crops of delicious strawberries a year are gathered in Moab and three crops in a single season are not unusual. No place will grow a larger yield of alfalfa. The climate is unsurpassable. More than 325 clear days out of a possible 365 is the record. The coldest weather ever known in the valley was 10 degrees below zero, and only once in 20 years has this point been reached. The average winter temperature is 32 degrees; spring, 45; summer, 75; fall, 53. In Grand County, of which Moab is the county seat and principal town, are thousands of acres of the most fertile soil in the world. Much of it is susceptible to dry farming and the remainder to irrigation.

Cooper, Martin & Co.—General merchandise. V. P. Martin, manager. Groceries, clothing, boots, shoes, hardware, ammunition, guns, fishing equipment, camp supplies, stoves, harness, etc. Complete outfits for prospectors, sheep and cattlemen. Scowcroft's Never-Rip Overalls.

Williams Drug Company—"Where the cars stop." A complete line of drugs and drug specialties. When in Moab give us a call. Cameras and photo supplies. Special attention to the needs of tourists, travelers and theatrical people.

Moab Co-op.—J. P. Miller, manager. "Everything to eat, use and wear." Gasoline and oils. When in Moab make our store your headquarters. Ask for any information. Visitors always welcome.

MONROE—(Ele. 5325. Pop. 1400.)—One of the prosperous, growing towns of Sevier County. Five miles from Elsinore Station, its shipping point on the D. & R. G. railway. Monroe is on the main auto road through the valley out from Richfield. The famous hot springs of Sevier County are located here, and they are one of the features of a trip south that is recommended to the traveling public and auto touring parties. Monroe is noted for its pleasant homes, excellent schools, fertile land, good horses and wideawake citizens. Its chief resources are cattle, sheep, sugar beets, live stock and general farming.

Auto Oil, Gas and Supplies—N. Michelsen, proprietor. Dealer in hardware, stoves, implements and sporting goods. Auto tires, spark plugs, inner tubes, etc. Fishing tackle, guns, ammunition, camp stoves and supplies. Tourist and camping parties will find our stock complete. Also a complete general line of hardware.

The Rainbow Cafe—W. Andreason, proprietor. Coffee, chili and light lunches. Our fountain service is the best in town, and our stock of confectionery, cigars and tobacco is complete. Special attention to pleasure parties.

Monroe Drug Company—H. S. Bell, proprietor. A complete line of drugs, toilet articles, confectionery, stationery, postcards, cigars, toilet preparations, etc. Transient trade and theatrical people receive cordial attention. Orders by parcel post given immediate attention. Prescriptions carefully compounded.

Monroe Harness Shop—S. W. Gould, proprietor. Harness, hardware, bits, spurs, oils, etc. Hand-made harness a specialty. Repairing promptly done. Parties driving to the Grand Canyon, or hunters or fishermen needing anything in leather repairing or harness accessories will receive prompt service and get right prices.

O. Magleby & Co.—General Merchandise. Fishing tackle, gasoline, ammunition and camping supplies.

State Bank of Monroe—Est. 1913. Banking in all its branches. Special attention to business for non-residents.

MONTICELLO—(Pop. 200.)—County seat of San Juan County, shipping point, Thompson's, on D. & R. G. railway, 100 miles. Agriculture, cattle and sheep.

MORGAN—(Ele. 5068. Pop. 750.)—County seat of Morgan County, and center of an agricultural district that is famous as a producer of all farm and garden products. Important canning factory. The Morgan peas have made this district famous. Well built stores, bank, hotel, livery, etc. Beautiful canyon and an ideal place for summer recreation and fishing.

Stuart Hotel—Mrs. J. R. Stuart. One of the most comfortable and homelike hotels in the state. A place where you are always sure of a good wholesome meal. Special attention to commercial men and hunting and fishing parties. Sample room. Three doors south of A. W. Francis store.

Heiner's Automobile and Feed Stable—D. H. Heiner, proprietor. Best rigs and stock the market affords. For fast service use our auto. Always ready. Commercial men ask us how to save time. Drive from here to Peterson, 8 miles; Devil's Slide, 9 miles; Corydon, 11 miles; Henefer, 15 miles; Echo, 20 miles; Coalville, 25 miles. If you wish to spend a pleasant Sunday, let us take you to the best hunting and fishing grounds in the state. Several good districts can be made in one-day trips. Phone Bell 5.

Auto Gasoline, Fishing Tackle, Etc.—J. Williams & Sons Co. General merchandise, lumber and building supplies. Wholesale shippers of produce and potatoes. Phone 42 red. Fill from tank in front of store.

MT. PLEASANT—(Ele. 5857. Pop. 2280.)—Important town in Sanpete County. Center of a productive country adapted to dry farming, hay, grain, garden products, dairying, etc. Cattle, sheep and wool are also substantial sources of revenue. Good public schools and Wasatch Academy. Excellent water, newly laid sidewalks. Large mercantile houses, two banks, laundry, large flouring mill, etc.

Ed Johnston, Drugs—Oils and gas. Agent for Maxwell cars. Cigars and fountain refreshments.

MYTON—(Ele. 5125. Pop. 600.)—One of the rapidly improving towns in Uintah Basin. On the Pikes Peak Ocean to Ocean route through Utah. Has a well built business section, concrete sidewalks and electric lights. Daily auto stage and mail service to Vernal and Colton. Center of a very fertile and extensive agricultural, sheep and cattle district. Myton is one of the new towns in the Uintah Basin that is rapidly making good.

Auto Oil and Gas—Calvert & Waugh, the Pioneer Store. This firm occupies one of the largest new store buildings in town and carries a complete line of general merchandise, guns, ammunition, fishing equipment, groceries, etc.

NEPHI—(Ele. 5119. Pop. 2759.)—Salt Lake Route and S. P. Valley railways. County seat of Juab County. One of the best business centers in the entire state. Ideal climate and a health record unequaled. Excellent public school system, and one of the best high schools in the state. Municipal electric light plant and mountain spring water.

Forest Hotel—"The Traveling Man's Home." E. F. Forest, proprietor. Phone 22. One of the hotels a traveling man is always glad to

reach. Large shady lawn in summer. Pleasant and homelike. Newly remodeled and refurnished. Steam heat, electric lights, all modern conveniences. Sample room. Table best the market affords.

First National Bank—Capital, surplus and profits, $150,000. George C. Whitmore, president; W. S. McCornick, vice president; W. M. Whitmore, cashier. Write for information on Nephi and Juab County.

The Toggery—Gents' furnishings in all the late up to date stuff, and fine clothing.

OASIS—(Ele. 4604. Pop. 400.)—Agricultural town on the Salt Lake Route in Millard County, in the center of one of the best irrigated sections of the state; all farm products, alfalfa, sugar beets, grain, potatoes, etc., thrive. Ideal climate the year round. Land at the present time can be purchased at low rates and long time. Oasis is building substantially. It has good general stores, a live, progressive bank, creamery, hotel, etc.

State Bank of Oasis—General banking. Business entrusted to us receives careful attention. Write to us for information on this section We have installed a saving department, paying 4 per cent on deposits left on this account, and are giving particular attention to this part of banking. Henry Huff, president; J. C. Hawley, vice president; C. O. W. Pierson, cashier. Also real estate for sale.

Oasis Hotel—Oasis' new hotel. M. H. McCosh, proprietor. Newly furnished. We cater to the commercial trade and investors. Livery in connection. Hinckley, 5 miles; Deseret, 1½ miles; Fillmore, 35 miles; Scipio, 40 miles; Holden, 30 miles; Meadow, 35 miles.

OGDEN—(Ele. 4293. Pop. 30,000.)—County seat of Weber County and most important railroad distributing point in Utah, and rapidly becoming one of the leading manufacturing and wholesale centers of the mountain west. Four railroads, the Denver & Rio Grande, the Union Pacific, Southern Pacific and Oregon Short Line give Ogden ample facilities for distribution to all sections of the intermountain country. Ogden is now connected with Preston, Ida., on the north, ad Provo on the south by electric lines. Ogden numbers among its wholesale and manufacturing concerns the largest in the state, and their goods and products are known all over the country.

PANGUITCH—(Ele. 6666. Pop. 1338.)—County seat of Garfield County, and the commercial center of a large section of south central Utah. Panguitch is 55 miles south of Marysvale, its shipping point on the D. & R. G. Dail. auto service is maintained between Marysvale, Circleville, Junction and Panguitch over one of the best roads in the state. Panguitch is on the road east of the Wasatch to the Grand Canyon of the Colorado, and it is one of the pleasant towns that a traveler will find it worth his while to spend some time in. The chief resources of this section are cattle, sheep, hay and grain. There is a large acreage adjacent to Panguitch that could be put under irrigation, and many thousands of acres are adapted to dry farming. There are a number of large mercantile establishments, a bank, a local telephone company and a first class public school.

Auto Oils and Gas—Panguitch Drug Company. C. Carhart, Ph. G., Phar. D., manager. Complete line of drugs, toilet articles, cigars, ice cream, fountain refreshments and confectionery. Orders by parcel post receive prompt attention. Fill your car at our Bowser tank.

State Bank of Garfield—Established 1906. J. E. Heywood, president; J. B. Showalter, vice president; H. Clement Tebbs, cashier. Capital, $43,500. Surplus and undivided profits, $40,000. Do a general banking business. All business entrusted to us receives prompt attention.

Garfield Exchange—Auto oils and gasoline. Best prices in town. Oldest mercantile establishment in Panguitch. James P. Cameron, manager. Agricultural implements, guns, ammunition, dry goods, groceries, cured

meats, camp supplies, etc. Come to us for anything you want in general merchandise.

Church Hotel—Abe Church, proprietor. Leading hotel of Panguitch. Where the commercial men stop. Shelter for autos and feed barn in connection. Bath and comfortable rooms.

Panguitch Equitable Association—A. C. Tebbs, superintendent. Gasoline, oils, and dealers in all lines of merchandise. Opposite bank. Our prices are right and our stock complete and up to date.

Southern Utah Equitable—J. Frank Houston, Mgr. One of the largest stocks of general merchandise south of Salt Lake. Supplies for tourists and campers. Gasoline, oils, water bags, and sportsmen's equipment.

PARK CITY—(Ele. 6970. Pop. 3500.)—One of the greatest mining camps of the world, in the production of gold, silver and lead. Located in Summit County, 33 miles east of Salt Lake City, on branch lines of the U. P. and D. & R. G. railways. This camp has in its time produced over $100,000,000 worth of ore, and is now apparently starting on a new era that promises to eclipse all records of the past.

PAROWAN—(Ele. 5970. Pop. 1500.)—County seat of Iron County, 54 miles from Lund, its shipping point, on the Salt Lake Route. Parowan Valley, of which Parowan is the commercial center, contains about 150 square miles of the finest undeveloped land to be found anywhere in the west. Artesian wells can be developed on this entire area at from 200 to 700 feet. The soil is very fertile and for the most part the land could be easily prepared for irrigation. Most of the crops and fruit susceptible to cultivation in Utah are adapted to Parowan Valley. Alfalfa, oats, wheat, barley, potatoes, sugar beets and all garden products grow in profusion. Apples, pit fruits of all kinds, and small fruits are readily produced. Lack of transportation has kept the great advantages of this section from general recognition, but the near future will certainly remedy this. Already a survey has been made for a wagon road to be built directly from Parowan to Lund. This would cut about 15 miles from the present route, and in itself would be a substantial advantage, as daily auto service with the railroad would be installed. At the present time cattle and sheep are the chief sources of revenue. About 100,000 sheep are owned in and about Parowan, and several thousand cattle range from the same district. Parowan has several wideawake mercantile houses, a progressive bank, a flouring mill, electric lights, a water system and good hotel accommodations.

Bank of Iron County—L. N. Marsden, president; William Adams, vice president; J. Clayton Mitchell, cashier. Capital and surplus, $30,000. Strong conservative bank, transacts a general banking business and gives prompt attention to business for outside parties left to its care. Any information concerning Parowan or Parowan Valley cheerfully furnished.

Parowan Co-op. M. & M. Co.—Wilford Day, president; R. G. Page, superintendent. General merchandise in all its branches. Dry goods, furnishings, boots, shoes for men, women and children, rubber goods, notions, groceries, cut glass, silverware, electric supplies, sheet music, etc. Also dealers in hay, grain and produce, and proprietors of the Parowan Roller Mills.

Parowan Equitable Co-op. Association—Auto gas and oils. Fill from tank in front of store. Dealers in lumber and general merchandise, dry goods, boots, shoes, furnishings, groceries, cured meats, etc. Building material, sash and doors and hardware. Farm implements of all kinds. L. N. Marsden, president; John Stevens, vice president; John Bentley, secretary; S. A. Matheson, superintendent.

Orton Hotel—Mrs. M. A. Orton, proprietress. On the main state road, one block from bank corner. First class comfortable family hotel, where good meals are served. If coming late, phone for extra service.

PARAGONAH—(Ele. 6222. Pop. 450.)—Cattle, sheep, farming, dry

farming. In center of one of the best sections of Iron County.

PAYSON—(Ele. 4622. Pop. 2397.)—Growing town in Utah County, on D. & R. G. and S. P., L. A. & S. L. railways. Surrounded by one of the best fruit districts in the west and directly under the government's Strawberry Valley $5,000,000 project. Has a great future as fruit growing and intensive agricultural district. Only 25 miles from Tintic mining district. In 1913 the Utah-Idaho Sugar Company erected a 600-ton sugar factory near Payson. Has well built and wideawake business district. Payson has excellent public schools and is one of the most beautifully located towns in the state. The next few years will see rapid developments in many lines. Headquarters for the government's Strawberry water project, which will water 20,000 acres adjacent to Payson in 1916.

One of the new additions to Payson's business section is the new building of the Central Lumber and Hardware Company. It is the largest building of its kind south of Salt Lake City.

Craven's Hotel—Only first class hotel in Payson. Everything new and modern. Table unsurpassed. Large, clean sample room. J. C. Cravens, manager.

Central Lumber Company—Lumber, sash, doors, building material of all kinds, paint, etc. Let us furnish you an estimate for building in this section. Otto Erlandson, manager.

Real Estate—Justin A. Loveless. Real estate, loans, insurance, abstracts. We have some choice tracts under the Strawberry Valley project. Write us for full information.

PROVO—(Ele. 4512. Pop. 10,000.)—County seat of Utah County and commercial center of Utah Valley. Provo is known as the Garden City. The country about Provo is of remarkable fertility. The low, flat valley land is adapted to apples, small fruit, strawberries, sugar beets, potatoes, garden products of all kinds, hay and dairying, while the bench lands produce the peaches, prunes, pears, apricots, tomatoes, cantaloupes, etc., that have made Provo and Utah County famous. About 200 cars of fruit, etc., are shipped annually to the east, besides the large amount consumed by the local market and small local shipments. Provo is an important distributing point and her wholesale and manufacturing interests are steadily growing. Two wholesale grocery houses, a large candy factory, a foundry and the largest woolen mills in the west give Provo prestige as a commercial center. Many large mining companies have headquarters here, and the Provo Canyon plant of the Utah Light & Power Company is an important factor in electric power. Provo's educational facilities are exceptionally good. The Brigham Young University, the Proctor Academy and her public schools rank with the leading institutions of their kind. Two steam roads, the D. & R. G. and the Salt Lake Route, give Provo excellent distributing facilities, while the completion of the new interurban electric has given easy access to all local points and to Salt Lake City. Provo Canyon and beautiful Utah Lake have made Provo famous during the summer months as an ideal place to rest, fish or recreate. The city has four banks, large retail establishments, sidewalks, electric light, sewers, a gas plant just completed, and an excellent hotel, the Roberts.

Hotel Roberts—European. Leading hotel in Southern Utah. Rates, 75 cents to $2 per day. Baths, steam heat, electric lights. New addition recently added. Merchants' lunch 12 to 2 p. m., 35c. Phone in every room.

Real Estate—For information concerning Provo or Utah County, address Ben F. Rea, Center Street. Real estate, insurance, loans.

NAYLOR AND CLARK GARAGE, PROVO, UTAH
Gas, Auto Supplies and Repairs

PRICE—(Ele. 5547. Pop. 1021.)—County seat of Carbon County,

Utah. Located 120 miles southeast of Salt Lake City, on the D. & R. G. Distributing point for Carbon, Emery and Uintah Counties. Has recently become a city of the third class. Contains many beautiful homes of the latest style. Public school building cost $28,000. Has a fine court house costing $75,000. Has two newspapers. Several good general stores. Has one national and one state bank. Daily auto service to Emery County.

RANDOLPH—(Ele. 6442. Pop. 533.)—County seat of Rich County. Farming, sheep, cattle.

RICHFIELD—(Ele. 5308. Pop. 2559.)—County seat of Sevier County. A thriving town in a wonderful valley. Cattle, sheep, sugar beets, apples, prunes, and all farm products contribute to the wealth of this section. Newly laid sidewalks greatly improve the town. Has a good public high school, well built business blocks and a fine future. On D. & R. G., Sanpete Valley branch. In the past few months a number of fine new buildings and residences have been built, adding to Richfield's prosperous appearance, chief among them being the new bank building of the Richfield Commercial & Savings Bank. Its new home cost $25,000 and is the finest bank building in the state south of Provo.

Richfield Commercial and Savings Bank—General banking. Business for non-residents receives prompt attention. Write for information about Richfield. Capital and undivided profits, $70,000. Guy Lewis, cashier.

Richfield Steam Laundry—D. E. Whyte, proprietor. "We treat you square the year round." Special one-day service when desired. Commercial and traveling trade solicited.

"Billy" Johnston's Hotel—Best managed hotel south of Salt Lake. Baths. Steam heated. Electric lighted. Finest sample rooms. "Billy" Johnston, proprietor. Hack meets all trains. So does "Billy."

RIVERTON—(Ele. 4300. Pop. 1000.)—Prosperous agricultural town in Salt Lake County, 16 miles south of Salt Lake City, on Oren electric and D. & R. G. railways. Center of a rich mining country. Has a number of mercantile houses, a bank, electric lights, spring water, and a fine public school system. A number of prominent sheep and cattlemen make Riverton their home, and this little community is one of the most prosperous in the state.

Jordan Valley Bank—Capital, $15,000. Surplus, $1900. A. T. Butterfield, president; I. E. Freeman, vice president; Seth Pixton, cashier. Banking in all its branches. Service unexcelled. Information on south Salt Lake County cheerfully furnished.

Auto Oils and Gas—Riverton Implement Company. D. A. Latimer, manager. Culco oil and Culcoene. Dealers in implements, hardware and electrical goods. Guns, ammunition and fishermen's supplies. Corner next to bank. Gas tank in front of store.

Page-Hansen Co.—Thomas P. Page, president and manager. Dealers in general merchandise and lumber. Largest store in Riverton. Established 24 years. Our stock of furnishings, clothing, hats, caps, boots and shoes is new and up to date. Our grocery department carries the best groceries and grocery specialties on the market.

ROOSEVELT—(Ele. 5040. Pop. 563.)—Roosevelt is an incorporated town and the metropolis of the new country of Duchesne. Population, 563; altitude, 5040 feet above sea level; situated in the heart of the famous Dry Gulch section, of which it is the commercial center. Has water works, electric lights, telephone exchange, an excellent graded school system. Is seat of Wasatch High School No. 2, which is erecting a $35,000 building for its new home this season; has good hotel accommodations, numerous commodious public buildings and private residences. The surrounding country is the most fertile, best watered section of the intermountain country, noted for its production of alfalfa, cereals, fruits, vegetables, honey, dairy products and live stock; with a climate that cannot be excelled for comfort or healthfulness anywhere. Nearly all

lines of business are well represented in Roosevelt, which is an outfitting point fo rnumerous summer resorts in the Uintah Mountains, easiy reached by auto, team or saddle horse, where the business man can forget his business cares and the tourist pass an enjoyable outing in camping and capturing the speckled beauties, with which the streams an dlakes abound. The canyons of the Uintah and Whiterock Rivers, Moonlight Lake and the Rock Creek Canyon are among the most frequented summer resorts.

Roosevelt Banking Company—Capital, $25,000. Established August 12, 1913. W. A. Miles, president; Clarence I. Johnson, vice president; Homer P. Edwards, cashier. Do a general banking business. Information concerning Roosevelt cheerfully given.

Auto Oils and Gasoline—Ashton Hardware Company. Dealers in hardware, crockery and lumber. Agents for the Buick auto accessories, guns, ammunition, fishing tackle, rods and camp supplies.

Bracken Mercantile Company—O. H. Bracken, G. Bracken. Our new concrete store at Roosevelt is the largest store structure in Uintah Basin. Carry a complete line of the newest merchandise, camp supplies, water bags and ammunition. Information to auto tourists and travelers always cheerfully given.

Ed. F. Harmston—U. S. Mineral Surveyor. Write me for information on all matters pertaining to water right, water supply, land locations, mineal locations, etc.

Isham Drug Co. The Rexall Store—For the tourist, latest magazines, log books, Salt Lake and Denver daily papers. Cameras and photo supplies. Thermos bottles. Eveready Flash Lights, Fountain refreshments, cigars and a complete line of drugs.

SALINA—(Ele. 5160. Pop. 1082.)—One of the best business towns in Sanpete Valley. Cattle, sheep, sugar beets and farming center. Good opportunity for thrifty people. Recent experiments in apple, plum and other fruits proves this to be one of the most favored sections of the state. All garden products thrive. Home of a live Commercial Club and progressive business men.

White House Hotel—Only first class hotel in Salina. Special attention to the tourists, pleasure parties and the commercial trade. Dining room in connection.

SALT LAKE CITY—(Ele. 4260. Pop. 100,000.)—Capital and metropolis of Utah, and county seat of Salt Lake County. Site of first settlement in Utah. Was founded by Brigham Young and followers July 24, 1847. The city is laid off in 10-acre blocks, each block is 660 feet long and the streets are 132 feet wide. It is one of the most beautiful, progressive and rapidly growing cities in the west. It is the center of a commercial radius of more than 500 miles. This vast area contains some of the greatest mineral, agricultural, fruit growing, cattle, sheep and wool producing sections in the world. Salt Lake is the headquarters of many of the great mining companies, and the location of the largest smelter and mineral mills in the west. It is a wholesale distributing point for all classes of merchandise, and is rapidly becoming an important manufacturing center. It is an important railroad center, being headquarters for the Oregon Short Line railroad, and the Denver & Rio Grande has declared its intention of locating the largest shops of its entire system here. As an educational center it ranks first in the mountain west. The State University and Normal School, All Hallows College, Westminster College, Collegiate Institute, and St. Mary's Academy are located here, besides one of the most excellent public school systems in the entire country. A new high school building has been recently erected at a cost of $700,000. A few years ago the city entered into a season of municipal improvements that include everything that pertains to public health and safety, and as the growth of the city requires these improvements are

still going on. Many notable buildings have been erected in the past few years, including the Newhouse and Boston, the Kearns and the Walker Bank building. Te new Utah Hotel ranks with the best hostelries of any large city, and has been an incentive to bring many tourists to Salt Lake City. The new capital building cost more than $2,000,000.

INTERESTING SIGHTS AND PLACES.

Mormon Temple—A massive granite structure costing $4,000,000. Is 186½ feet long by 99 feet wide; its height to the top of the monument is 222 feet. The figure represents the Angel Moroni, and is of hammered copper covered with pure gold. The building was started in 1853 and dedicated April 6, 1893.

The Tabernacle—Seats 10,000 and cost $300,000, exclusive of the organ. The organ has 110 stops and accessories and over 5000 pipes and is considered to be the finest instrument of its kind in the world.

Eagle Gate—Formerly entrance to private grounds of Brigham Young.

Amelia Palace—Once the home of Brigham Young and his favorite wife, Amelia Folsom Young.

Social Hall—One-half block south of Eagle Gate. Famous as social center of pioneer days.

Fort Douglas—U. S. Military Reservation. Reached by street car, three miles east of city on beautiful elevation overlooking city and valley.

University of Utah—Leading institution of learning in state.

SANDY—(Ele. 4475. Pop. 1037.)—Agricultural town on S. P., L. A. & S. L. railway, 16 miles south of Salt Lake City. Electric car service to Salt Lake City every 30 minutes. Recent development of water promises to make this little town one of the leading fruit producing centers of the state. The soil here is exceptionally fertile and is well adapted to all fruit and garden products. Electric transportation gives this section great advantages for suburban residence. Climate, elevation and surroundings are exceptionally desirable.

Sandy City Bank—General banking. Interest paid on time deposits. Business for non-residents given special attention. Information concerning the resources and opportunities of southern Salt Lake County cheerfully given. W. W. Wilson, president; Heber A. Smith, vice president; A. R. Gardener, cashier.

SCIPIO—(Ele. 6000. Pop. 800.)—In Millard County on the Grand Canyon road. Supplies and hotel. Agricultural town.

Miller Hotel—Comfortable homelike hotel. Headquarters for commercial men and autoists. Shelter for cars. Good meals and beds. S. A. Miller, proprietor.

Scipio Co-op.—Brown & Thompson, proprietors. Gasoline and oils. Camp supplies of all kinds, and provisions. Twenty miles to next gas supply. General merchandise, etc.

SIGURD—(Ele. 5270. Pop. 300.)—A manufacturing town. Location of Jumbo Plaster Company and Utah Keene's Cement Company. Here is one of the largest deposits of pure gypsum in the world, and this little community has a bright future. On the D. & R. G. railway, S. P. branch.

Peter Dastrup—General merchandise. Gasoline from a Bowser tank. Oils, fishing supplies and ammunition.

SMITHFIELD—(Ele. 4554. Pop. 2000.)—A beautiful town in Cache Valley, the center of one of the richest agricultural sections of the state. Dairying, sugar beets, potato culture. Apples and fruit growing are the chief resources. Smithfield has many beautiful and well built homes, excellent public schools. It has a business section of up to date mercantile establishments. It has a large milk condensing plant, creamery and flouring mill, and a national bank. Interurban electric line between Logan and Smithfield now in operation.

Commercial Natioal Bank—E. R. Miles, Jr., president; George Y.

Smith, cashier. Do a general banking business. Prompt attention given all business left to our care. Write for any information on this section.

Auto Oil—General mrchandise, fishing tackle, hardware, guns, bicycle supplies, etc. Store closes 6:30 p. m. If autos need gasoline Sundays or after hours, phone 16. E. R. Miles, Jr.

SPANISH FORK—(Ele. 4570. Pop. 3464.)—One of the most progressive towns in the state. Electric lights. New theatre. New sidewalks. Spanish Fork is just entering a period of rapid and substantial growth. Fruit, apples, peaches, sugar beets, grain, dairying and all farm products. On D. & R. G. and Salt Lake Route railways. Good schools, business houses and hotel. Erected a $40,000 High School in 1913.

Arnold Hotel—Commercial men's headquarters. New addition recently added. Steam heated. Electric light. Fine sample rooms. One of the best country hotels in the state. Dining room in connection. One of the favorite stops for auto parties.

SPRINGVILLE—(Ele. 4555. Pop. 3356.)—One of the most favorably located and beautiful towns of the state, noted for its fruit, garden and farm products. Surrounded by very fertile land that is adapted to all farm and garden products, sugar beets, etc. The neighboring bench land is one of the best fruit districts in the west. Well built stores, fine theatre, two banks, etc. The streets are lined with magnificent shade trees.

Springville Banking Company—Established 1891. H. T. Reynolds, president; G. R. Maycock, cashier. Capital, $75,000. Surplus fund, $15,000. Write us for information on this section.

Hotel Harrison—Beefsteak Harrison, proprietor. The man who made Springville famous. You haven't tasted a real beefsteak until you have had one of Beefsteak Harrison's. Hack in connection.

Thorn's Auto Livery and Feed Stable—The best rigs, auto and livery service. We cater to the commercial and light livery trade. Bus, baggage and transfer. We drive to Spanish Fork, 6 miles; Provo, 6 miles; Payson, 12 miles; Salem, 9 miles; Benjamin, 9 miles.

Kearns Hotel—Only steam-heated hotel in Springville. One block from bank corner. American and European. When in Springville make this hotel your headquarters. Hot and cold water and baths.

E. N. Jordon—Books, magazines, cigars, newspapers and log books.

ST. GEORGE—(Ele. 2880. Pop. 1769.)—County seat of Washington County and leading town in one of the most remarkable districts in the west. The low elevation gives Utah's Dixie a semi-tropical climate, where most of the products of southern California grow and thrive. With adequate transportation facilities this section has a wonderful future. Excellent hotels, bank, good business houses and schools. Modena, 65 miles, on Salt Lake Route, shipping point. Daily stage.

Bank of St. George—Capital and surplus, $20,000. Edward H. Snow, president; Jhas. F. Foster, vice president; Arthur F. Miles, cashier. General banking business. Matters assigned to us by non-residents receive prompt attention.

McQuarrie House—First class accommodations. St. George's new hotel. Commercial men and tourists, give us a call. Mrs. Ella McQuarrie, proprietress. Good stable in connection.

Dixie Drug Company—D. C. Watson, manager. The quality drug store. General line of first class confectionery, cigars and toilet specialties. Parcel post orders receive immediate attention. Fountain best in Southern Utah. Magazines, newspapers and log books.

Nelson Mercantile Company—Gasoline and oils. Everything to eat. Trade of campers, tourists and picnic parties invited. One block from state road.

TREMONTON—(Ele. 4210. Pop. 500.)—Best built town in the state of Utah for its size. Tremonton is situated on the Malad branch of the Oregon Short Line railroad, 40 miles northwest of Ogden. It is lo-

cated in the center of a large area of very fertile land adapte dto all the agricultural and fruit products of the state. The immediate country is all in a high state of cultivation and is under irrigation. To the west and north are large areas adapted to dry farming. Tremonton at the present time is experiencing a period of rapid and substantial building.

Auto Livery and Garage—Hadley & Burns, proprietors. Garage, gasoline, oils and supplies. Light repairs. We make the following drives: Garland, 2 miles; Collinson, 9 miles; Deweyville, 4 miles; Honeyville, 4 miles; Corinne, 12 mies; Snowville, 40 miles, and any other drives desired through this territory. We have been driving the commercial trade for the past 20 years and we endeavor to render the best possible service. Phone 18 from anywhere and our car will meet you. Branch office at Canfield's Garage, Brigham.

Thompson Scott Drug Co.—One of the fine new business blocks recently erected in Tremonton's business district is the new home of the Thompson-Scott Drug Co. The new building is an up to date structure, in keeping with best modern building methods, and the fixtures, fountain, etc., are of the high class character that are generally to be found in the largest towns. The store is one of the 7000 Rexall stores and opened for business in Tremonton January, 1913. In addition to the general drug line, all the well known, high grade toilet specialties and sundries are carried.

VERNAL—(Ele. 5500. Pop. 836.)—County seat of Uinta County and center of a great sheep, cattle and hay section. This district is patiently waiting for railway facilities, which seem about to be realized in the Moffat road. With proper market facilities, many mineral and latent agricultural resources will be developed. Price, 120 miles, on the D. & R. G., is the shipping point in Utah, and the branch road from Mack, Colo., to Watson, Utah, is th enearest railway at present. Vernal has streets and sidewalks paved with asphaltum. Splendid telephone system. Cheapest electric lights in Utah. Water works. Educational center. The climate here is unexcelled in any part of the west. The only wind to speak of is in the springtime, and even then there is but little in comparison with many other sections of the west. In the summer, fall and winter there is seldom a breeze. The soil is from 5 to 50 feet deep, and in the fruit sections contains just enough clay. The country is well drained to the east, a factor so much desired by fruit men. The sub-soil consists of a porous formation. The water is pure and abundant. Vernal is the first important stop in Utah on the Ocean to Ocean Highway. First class stores will be found, a good garage, and this is one of the pleasant places to stop over and rest.

Uintah State Bank—Enos Bennion, president; Ed. D. Samuels, vice president; L. W. Curry, cashier; E. H. Belcher, assistant cashier. Business for non-residents entrusted to us given careful attention. Write us for information on this section.

Vernal Drug Company—Prescription druggists. This business occupies one of the best and most elegantly equipped stores to be found outside of the largest cities. One of the very finest drug stores in the state. Full and complete line of drugs and drug sundries, including a high class line of toilet articles, smokers' goods, high grade cigars. Eastman kodaks and developing. Thermost bottles. Books, magazines and guide books. L. H. Allan, manager.

Auto Gasoline, Oils, Supplies and Accessories—Leslie Ashton Hardware Company. Dealers in hardware, guns, ammunition, fishing tackle, auto tires, tubes and supplies.

Uintah Livery and Garage—Ed. C. Sumner. Auto oils, gas and supplies. Ford agency. All classes of auto repairs. If in trouble anywhere in Western Colorado or Eastern Utah, phone for our repair man. Cars rented by the hour. Write us for information on the oads. We also funish guides on hunting trips.

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10091	Provo	G-6
200	Ranch	E-15
533	Randolph	H-2
547	Redmond	F-10
2559	Richfield	F-11
1562	Richmond	F-1
1000	Riter (Magna)	F-5
353	Riverdale	F-4
600	Riverton	F-6
409	Robinson (at Mammoth)	F-7
500	Roosevelt	K-6
300	Roy	F-4
1737	Saint George	B-15
693	Salem	G-7
1082	Salina	F-10
109530	**Salt Lake City**	F-5
1037	Sandy	F-5
200	Santa Clara	B-15
915	Santaquin	F-7
546	Selpio	F-9
746	Scofield	H-8
200	Sigurd	F-10
400	Silver City	F-7
200	Slaterville	F-3
1865	Smithfield	F-2
200	S. Jordan (Gale)	F-5
3464	Spanish Fork	G-7
1100	Spring City	G-9
3356	Springville	G-7
300	Spry (Orton)	E-13
258	Stocketon	E-6
1500	Sugarhouse	F-5
1000	Sunnyside	K-8
200	Syracuse	F-4
500	Taylorsville	F-5
200	Teasdale	G-12
200	Thistle	G-7
212	Thurber	G-12
2753	Tooele	C-5
314	Toquerville	C-15
500	Tremonton	F-2
300	Trenton	F-1
358	Tropic	F-14
200	Tylon	F-5
200	Utah Hot Spgs.	F-3
836	Vernal	M-6
294	Wales	G-8
300	Wallsburg	G-6
200	Wanship	G-5
424	Washington	B-15
200	Weber	F-3
358	Wellington	J-8
1105	Wellsville	F-2
577	Willard	F-3
500	Winter Quarters	H-8
200	Woodland	H-5
367	Woodruff	H-3
1000	Woods Cross	F-4

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